

Chapter One

INTRODUCTION

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DOVER DISTRICT

1.01 The District (Figure 1.1) covers an area of 319 sq.km. (123 sq. miles) in East Kent and, at its closest, is only some 34 km. (21 miles) from France. About two thirds of the District's 102,316 residents¹ live in the two coastal towns of Dover and Deal. The rest live in Sandwich and other small settlements scattered throughout the large rural area. Most of the countryside and the 32 km. (20 mile) coastline are protected by important landscape and nature conservation designations. The countryside is also good farming country with a high proportion of the best and most versatile agricultural land. The District also contains a rich archaeological heritage, and has over 2,800 listed buildings and 57 conservation areas.

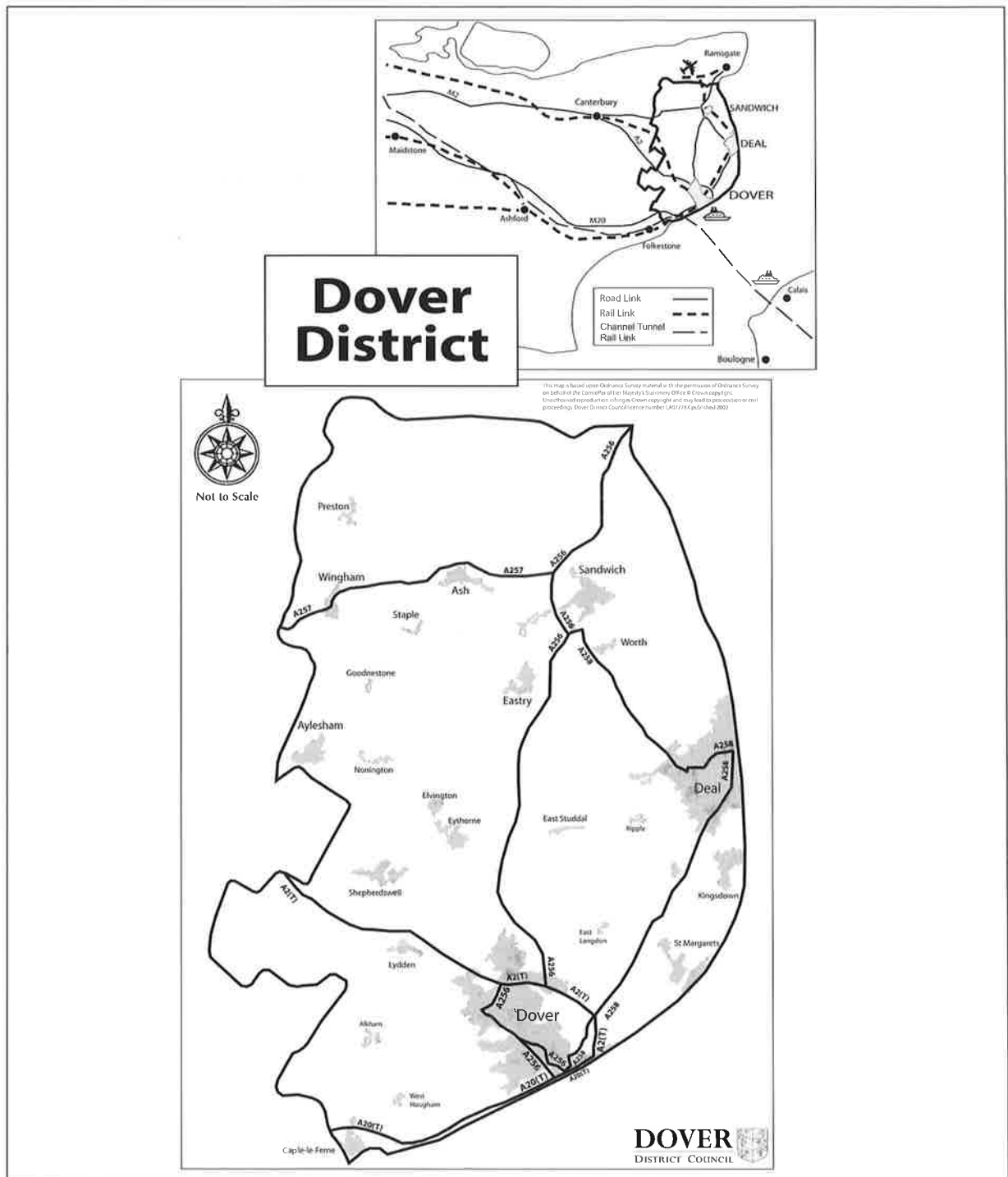


Figure 1.1 Dover District

1.02 Dover is internationally renowned both as the gateway to Britain and the Continent, and for its White Cliffs coastline. These images reflect the town's importance as a port (it handles more passengers and freight vehicles than any other port in Europe) and its past military role. The town's exceptional archaeological and historical importance is reflected in the discovery of a bronze age boat and major Roman remains, and in Dover Castle and an extensive network of fortifications dating from the Napoleonic era onwards.



Dover, gateway to the continent

1.03 Today, Deal combines the characteristics of a commuter town with those of a quiet seaside, fishing and holiday resort. Its relative isolation from the main road network gives it an air of quiet detachment, which belies its past as one of the great maritime towns of England. In historic terms, the town is noted for its town plan, water-front, Tudor castles, and Georgian and early Victorian buildings. In 1996, the Royal Marines School of Music relocated to Portsmouth, so bringing a longstanding connection with the town to a close.



Deal seafront

1.04 The essential rural character of the rest of the District was partly transformed in the early part of the last Century with the exploitation of coal reserves. In the 1920s, plans were drawn up by Sir Patrick Abercrombie to build several new settlements to house miners and their families in the newly established East Kent Coalfield. The largest of these was at **Aylesham**, though his grand scheme was never completed. The Coalfield finally closed in 1989.

1.05 Although these mining settlements and colliery sites undoubtedly influenced the physical, economic and social character of East Kent, large parts of the District have remained unaffected by it. As a result, most of the District is made up of small settlements set in an attractive rural landscape. The largest rural settlement is the small historic town and Cinque Port of **Sandwich**, which is one of the most complete medieval towns in England, recognised internationally and rightly considered the 'jewel in the District's crown'.



The medieval centre of Sandwich

A NEW PLAN FOR THE DISTRICT

1.06 This is a time of continuing local concern as the adverse impact of the Channel Tunnel and Single European Market on the District's economy gather pace, and implications of defence cuts are realised. In addition, pressures for development in the countryside remain unabated. These issues are not new but the way in which they ought to be tackled has undergone a fundamental change.

1.07 Since the Earth Summit in Rio de Janeiro (1992), it has been widely accepted that rising pollution levels and using up the Earth's limited resources cannot continue indefinitely. New ways of considering how and where future development should take place are needed if, at a local level, the problems of global warming are to be tackled. The Government has undertaken a major review of planning policy so that, in future, development is sustainable. This has meant taking on board some very new concerns and the Dover District Local Plan (the Plan) is, therefore, very different from any previous plan produced by the Council.

1.08 Although a statutory requirement, the Council welcomes the opportunity to prepare its first local plan for the whole District. The Plan will cover the period to 2006 and:-

- (a) brings together planning policies into one document;
- (b) replaces the Dover and Western Parishes Local Plan, the Deal Draft Local Plan, the Sandwich Informal Local Plan for Conservation², the St. Margaret's-at-Cliffe Informal Local Plan and the Kent Countryside Local Plan; and
- (c) gives full local plan coverage to some areas for the first time.

THE LOCAL PLAN

1.09 A local plan considers the issues and opportunities facing a District. It then sets out the Council's views on how the District should develop over a specific time and the means by which this will be achieved. In preparing a local plan, the Council must consult local people and take their opinions into account, so giving them a chance to influence the way in which their area changes.

1.10 The District Council must also take account of national, regional and County planning policies. For example, national policy is mainly set out in Planning Policy Guidance Notes (PPGs) which are a major influence on the Plan. Those published since 1992 have taken on board Government policy towards sustainable development. In addition, the Kent Structure Plan, which is prepared by the County Council, takes account of the new issues of sustainable development and the need to conserve energy, as well as the continuing effects of the Single European Market and Channel Tunnel on the economic prospects for different parts of the County. The Local Plan is based on the policies of the Kent Structure Plan 1996.

1.11 The Plan has been drawn up by Dover District Council (the Council). It consists of the Written Statement, which sets out and explains the Council's proposals and policies, and the Proposals Map, which shows where they apply. The Plan covers a wide range of issues and it is often the case that several policies are relevant to a proposed development. Therefore, it is important that the Plan is read as a whole - rather than treating policies in isolation. Where practicable, cross referencing between policies has been used where this makes the Plan easier to read. However, absence of cross references does not mean that other policies of the Plan do not apply. Furthermore, where a policy has a list of criteria, these are all to be satisfied unless the contrary is clearly stated.

1.12 Some policies in the Plan refer to 'supplementary planning guidance' (SPG). This guidance provides detailed information on the implementation of certain policies and aims to help those preparing planning applications. Although not part of the Plan, SPG may be taken into account as a 'material consideration' in considering a planning application. More weight will be attached to the guidance if it has been the subject of public consultation.

1.13 The Plan, together with the Structure Plan, Waste Local Plan and Minerals Local Plan, will make up the 'development plan'. Should there be a conflict between the policies of this Plan and the Structure Plan, this Plan will prevail unless the County Council has stated that the Plan is not in general conformity with the Structure Plan. In the case of a conflict between the Plan and a waste or minerals local plan, the most recently adopted plan will take precedence.

HOW THE PLAN WILL BE REALISED

1.14 The Plan will be implemented by a variety of public and private agencies either singly or in combination. This will include:-

- (a) direct action and promotion by the District Council, which may include joint ventures with the private sector;
- (b) action by the County Council and other public bodies;
- (c) investment by private service companies such as gas and water;
- (d) private sector investment; and
- (e) the use of the District Council's powers to enter into various legal agreements with landowners.

1.15 The Council will also use its powers to control development. Planning law now gives primacy to the development plan as follows:-

“Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise”. (Section 54A of the Town and Country Planning Act 1990).

1.16 This means that, in general, permission will be granted if planning applications accord with policies in the Plan and, conversely, planning applications will not be approved if the proposed development would conflict. However, there may be material considerations which lead to the Plan being set aside. Such considerations might include new Government advice, a review of the Structure Plan or changed circumstances in the District since the Plan was adopted. Therefore, the importance and weight given to the Plan will depend on whether its policies are clear, up-to-date and relevant.

1.17 Given the Act's built-in flexibility, the Plan's policies are written to reflect normal circumstances. Consequently, the Plan's policies do not contain the word 'normally'.

1.18 The Plan will be reviewed to make sure it is still relevant and, if necessary, amended. No particular date has been set for a review as this will depend very much upon how quickly circumstances change. However, good practice suggests that, in addition to annual monitoring, there should be a review at least once every five years and it is the Council's intention to carry out the first review of the Plan within this period.

FINDING YOUR WAY THROUGH THE CHAPTERS

1.19 Chapter 2 sets out the Plan's overall strategy, which includes aims, objectives and a development framework. Chapters 3-13 consider details of individual land use topics. Chapter 14 sets out the major development proposals for the expansion of Aylesham, while Chapter 15 covers other sites in the District needing special policies. The final chapter tests the policies and proposals contained in the Plan against its aims and objectives, and describes the targets against which the performance of the Plan will be judged. Technical terms are defined in the glossary. Where reference is made to 'the Census' this refers to the Census of Population 1991. References to the Census of Employment are always written in full.

REFERENCES

¹*Census of Population 1991*

²*The Deal and Sandwich Plans were originally titled "District" plans. However, changed Regulations require that only plans covering the whole District Council area can be called District plans and, therefore, these two plans have been re-named "local" plans.*

Chapter Two

AIMS AND OBJECTIVES

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INTRODUCTION

2.01 This chapter sets out the Plan's underlying philosophy. This consists of a set of Aims and Objectives, which provides a clear framework for the Plan's policies and proposals. In the light of the Aims and Objectives, and the existing situation within the District, the District Diagram indicates broadly where new development is to take place during the Plan Period.

2.02 All Plans should generally follow national and county planning guidance, be robust enough to cope with change over the Plan Period, comprehensively cover issues affecting its area and be reasonably capable of being implemented during the Plan Period. Aims, on the other hand, are particular to each Plan and set out, in very general terms, what the Plan seeks to achieve by the end of the Plan Period. This Plan has the following three:-

Aim 1 To move towards a more sustainable pattern and form of development

Aim 2 To help build a strong local economy

Aim 3 To help achieve greater equality of access and opportunity for all

2.03 Aims 1 and 3 affect all topics covered by the Plan. Although it is a topic, the importance of the local economy to the well-being of the District is considered to be so crucial that it is an Aim in its own right. As the Aims are very general statements of intent, 23 Objectives have been derived in order to set out, in more detail, what the Plan is seeking to do. The Plan's Aims and Objectives are not policies. Rather, they set an overall framework for developing policies. In addition, Objectives 1-15 are used to appraise the Plan's environmental credentials (see after every policy and Chapter 16). In order to establish a basis for assessment, the Objectives are set out in clear terms. It should also be noted that the Objectives are not all necessarily compatible with each other. In such cases, it is for the policies to indicate where priority should be given. The Plan's policies are the means of achieving the Aims and Objectives through the development control process.

AIM 1: TO MOVE TOWARDS A MORE SUSTAINABLE PATTERN AND FORM OF DEVELOPMENT

2.04 The current concern over the state of the environment and the need to move towards a more sustainable lifestyle affects everyone. Although there are many definitions of sustainable development, most, if not all, include a set of related ideas. Listed below, these ideas form the basis of the Plan's definition of sustainable development:-

- (a) **Environmental capacity.** There is a limit to the amount of development which the environment can absorb without undermining its quality or harming biodiversity and human health.
- (b) **Stewardship.** We have a duty to care for the environment and husband natural resources for the benefit of future generations. Aspects of stewardship include the use of renewable rather than finite resources, ensuring a wide variety of species and habitats, and making choices in such a way that later generations can reverse them if they so wish.
- (c) **Non-exploitation.** Development cannot be regarded as sustainable if our good environmental conditions are at the expense of others, be it from the destruction of rain forests to expecting other communities to bear the cost of another's generation of waste.
- (d) **Different consumption patterns.** There needs to be a reduction in the amount of non-renewable energy and materials used, the creation of less waste by the re-use, repair and recycling of materials, and the use of resources as close as possible to their natural form.

- (e) **Renewable energy.** Renewable sources of power, such as solar, wave, tidal, wind and biological energy, need to be used instead of fossil fuels.
- (f) **Local solutions.** By using local materials, energy and pollution costs can be reduced.
- (g) **Precautionary Principle.** When information about the effects on the environment is incomplete, the safest/least harm option should always be chosen.

2.05 Government guidance (especially PPG1) fully supports the need for development to be planned in a sustainable way to meet economic and social needs whilst at the same time protecting and enhancing the environment, and expects the planning system to help achieve it. However, it would be unrealistic for the Plan to promise that, by 2006, Dover District would have a totally sustainable environment and lifestyle. Such a major and complex change will take a long time, not least because:-

- (a) the existing pattern and form of development is a reality and the planning system can, by and large, only influence change at the margin;
- (b) Government policy and commitment need to be translated into action on the ground; and
- (c) while public opinion is generally positive about the need to protect the environment, the personal cost of doing so - for example, in reducing dependence on the car - is currently not acceptable to most people.

2.06 Therefore, while the ideal of a sustainable District is a long term goal, within the Plan Period, the sustainability aim will give priority to:-

- (a) actively encouraging development which is sustainable - directing most development to the urban areas whilst allowing limited development outside them where this would help to sustain and enhance the viability of existing rural communities;
- (b) not making worse existing unsustainable patterns of development; and
- (c) wherever possible, making good existing examples of unsustainable development.

Sustainable Objectives

Natural Environment - Traditional Issues

2.07 The District has an exceptionally important environment, nationally and internationally, in terms of the quality of its landscape, nature conservation interest and high grade agricultural land. Continual pressure for development in the countryside puts these often irreplaceable assets under threat. There are also new threats, such as those arising from the current structural changes taking place in agriculture. Protecting, managing and enhancing the countryside is a major concern of the Plan.

Objective 1 *The countryside will be protected from non essential development*

Objective 2 *Habitats, species and landscapes will be managed and enhanced*

2.08 Wildlife and green spaces are not just countryside issues. In built up areas, the importance of private and public open space far outweighs their size for recreation, air quality and wildlife reasons. Further, green areas make a positive contribution to the urban landscape and, as a consequence, the attractiveness of living in towns. In addition to protecting valuable open space, local shortfalls in provision should be made good.

Objective 3 *Open space will be identified for protection and any shortfall in provision made good*



White Cliffs Country

Natural Environment - New Concerns

2.09 Recent Government guidance has extended the range of environmental issues which local plans must now address, including:-

- (a) protecting groundwater resources;
- (b) not allowing development where it would have an adverse effect on coastal processes;
- (c) limiting development in flood risk areas and considering whether planned retreat is needed;
- (d) developing noise exposure categories, which will be used to judge whether the impact of development proposals on people and wildlife is acceptable; and
- (e) controlling development if unacceptable air pollution results either directly from the development itself or indirectly (for example, lorry emissions from vehicles servicing the development).

2.10 Targets for meeting these new concerns are set by a range of organisations, including the European Union and the Government. In many instances, standing still will be an achievement.

Objective 4 *By the end of the Plan Period, pollution (air, land, light, noise, water) will be no more (and if possible less) than in 1996*

Conserving and Re-using Finite Resources

2.11 Energy conservation needs to be taken into account whenever new development is proposed through, for example, the orientation of buildings and construction methods. In addition, making the most of renewable energy resources (such as from the sun, wind, coppice woodland and fuel crops) helps save oil and other limited resources. This also creates less pollution than using fossil fuels, such as coal, oil and gas. However, a balance needs to be struck between, for example, wind turbine development and other objectives, such as protecting high quality landscapes. Energy conservation is mainly covered by Building Control Regulations, although planning has some influence over, for example, the orientation of buildings. Government guidance (PPG22) requires the Plan to consider how renewable energy resources can be developed in the District and to identify suitable locational criteria.

Objective 5 *Development will be more energy efficient*

Objective 6 *The generation of energy from renewable resources will be enabled*

2.12 Re-using and recycling resources such as redundant land, buildings and materials can help protect the natural environment by reducing the need to take fresh land for development or to exploit new mineral resources.

Objective 7 *The recycling of redundant resources will be undertaken before new resources are exploited*

Cultural Heritage

2.13 Buildings and areas of architectural, historic or archaeological interest have been created over centuries. They are an irreplaceable cultural resource, and one which can be easily destroyed. In this respect, the District contains a very rich built environment and the Plan will continue the existing commitment towards protecting and enhancing the District's cultural heritage:

Objective 8 *Development will protect or enhance the historic environment*

Housing Land Supply

2.14 The Structure Plan identifies the housing required in Dover for the period 1991 to 2011. It is for this Local Plan to identify sufficient land to meet this strategic housing requirement over the Plan Period. In doing so, sites have been allocated according to the principles of sustainable development.

Objective 9 *Sufficient housing land will be identified to meet the strategic housing requirement over the Plan Period*

Transport and Settlement Patterns

2.15 No settlement can ever be totally self contained as, for example, some people may choose to live in one place but work, shop or spend leisure time elsewhere. Further, some facilities, for example an ice rink or specialist hospital are only economic if they serve a very wide catchment area. However, just as a mixed development scheme will help to reduce the need to use a car, a balanced settlement (ie one in which there are sufficient dwellings, jobs, and social, community and recreational facilities to serve the resident population) is more likely to reduce external trips.

2.16 Generally speaking, urban areas are likely (or have the potential) to be more self-contained than rural settlements. The more a settlement is balanced, the more sustainable it is. Consequently, most development should be directed to urban areas and efforts focused on making them attractive places in which to live, work, shop and relax.

Objective 10 *Future investment will be concentrated in the urban areas*

2.17 In the past, rural settlements were sustainable. However, since World War II, mechanisation of agriculture, increased personal mobility and a decline in rural jobs and services now make the lifestyles of the vast majority of people who live in them more inter-linked with the urban areas where most workplaces, shopping and other facilities (such as secondary schools and hospitals) are located. Given the relatively poor public transport in the rural area, the result is more reliance on the private car. Much of the countryside around rural settlements is also covered by important landscape and nature conservation designations. Therefore, whilst there will be general restraint on development in the rural area, the Plan will encourage development where this would help to sustain the economic and social life of rural communities, reduce the need to travel, and be compatible with environmental objectives.



Local Shop in Wingham

Objective 11 *Development in rural settlements will be limited and consistent with their size and function*

2.18 In villages, basic services, such as a shop and frequent public transport links to Dover and Deal, will be supported. Alternative solutions, such as mobile services, teleshopping, home working and telecottages will be encouraged.

Objective 12 *Provision of basic services in the villages will be maintained and, if possible, enhanced*

Transport and the Location of New Development

2.19 The location and nature of new development can affect the need to travel, journey length and method of travel. For example, the location of major offices, retail and business parks, etc. on the outskirts of urban areas and away from residential areas means the option to walk or cycle becomes less possible, while often also being less well served by public transport. Not only does this increase the need to use the car but it also disadvantages those without access to one. Government guidance (especially PPG12 and PPG13) requires that the planning system must now take this relationship into account when considering proposals for development.

Objective 13 *Major development will be located so as to minimise the need for travel*

Sustainable Transport

2.20 In recent years, road traffic in the District and in Kent has been growing faster than the national average. This trend is forecast to continue but the road network cannot grow indefinitely. Indeed, the current level of dependence on the motor car is unsustainable because, among other things:-

- (a) it uses a finite energy resource;
- (b) it is a major source of air pollution;
- (c) in rural areas, road construction runs counter to landscape and other countryside objectives;
- (d) in urban areas, the noise, fumes, congestion, tarmac and parking facilities undermine attempts to create an attractive and safe environment to live in; and
- (e) it deters the use of safer and more environmentally-friendly alternatives, such as walking, cycling and public transport.

2.21 Major generators of freight (such as major distribution, warehousing and manufacturing) should be encouraged to transport goods by rail or water, where possible. In addition, people's dependence on the motor car needs to be reduced by encouraging walking, cycling and using public transport. However, car owners value the freedom that this brings and, if car journeys are to be limited, then alternatives must be made attractive.

2.22 Hand-in-hand with a much greater emphasis and level of investment in sustainable forms of transport, must be measures to reduce the dominance, speed and amenity impact of the motor car through traffic calming and other forms of management (for example, using commuted parking payments to fund better provision for public transport, walking and cycling). As urban areas will benefit most from such investment, the Plan should give priority to schemes in Dover and Deal. In the rural areas, traffic calming measures may be acceptable as part of after treatment works associated with village bypass schemes.

Objective 14 Provision will be made and support given to make public transport, walking and cycling safe and attractive alternatives to using the motor car

Objective 15 Major generators of freight and heavy goods movements will be located so as to enable the use of rail or water

AIM 2: TO HELP BUILD A STRONG LOCAL ECONOMY

2.23 In the past, the District's prosperity and employment opportunities rested on three key industrial sectors - agriculture, coal mining and the Port of Dover. Today, the agricultural sector faces uncertainty and is characterised by a decline in farm incomes and the continued shedding of permanent labour. The coalfield has closed, and the Channel Tunnel and Single European Market have resulted in the loss of about 5,500 port and port-related jobs.



Development at Pfizer Ltd

2.24 It is clear that a major effort is needed to provide long term job opportunities for local people. The Council has already helped widen the economic base of the area through, for example, its initiatives in the field of tourism and the identification of employment

sites in the Dover area. It is also working closely with employers, the Government and special agencies, such as the East Kent Initiative, to support existing firms and to continue the process of diversification.

2.25 The District is an Intermediate Area within the Assisted Area scheme, while 13 rural wards and part of Mongeham Ward also lie within the Kent Rural Development Area. Commensurate with Aims 1 and 3, the Plan will actively support measures to restructure the local economy.

Local Economy Objectives

Employment Land Provision

2.26 The Local Plan needs to identify sufficient land to meet the floorspace guidelines set by the Structure Plan.

Objective 16 Structure Plan employment quantities will be met

Site Substitution

2.27 The Plan needs to assess the existing supply of employment sites and, where desirable, substitute them. This may be because of market conditions or as a result of changes in planning circumstances and/or policy.

2.28 Site substitution may not always be acceptable. For example, not only can this contribute to a loss of employment land (and potential jobs), but it may also result in or reinforce an imbalanced settlement pattern. The loss of employment sites to other uses, particularly housing and retail, should be resisted.

Objective 17 New employment sites will meet market requirements

Objective 18 Employment sites will be protected from other development

Objective 19 To improve the relationship between economically active residents and the location of employment opportunities

Objective 20 To re-use the redundant colliery sites

Diversifying the Local Economy

2.29 The Council has a long established commitment to help diversify the local economy by promoting tourism initiatives. Such initiatives help to create jobs, enhance the attractiveness of the area for investors and improve the quality of life for residents. While, in principle, support should be given to tourism developments, it must be qualified by a need to ensure that major attractions, in particular, are appropriate to their location in East Kent and do not damage the environment. In the main, tourism development should be directed to Dover, Deal and Sandwich. However, 'green tourism' initiatives, which by their very nature are low key, small in scale and sustainable, will be encouraged in the rural areas.

2.30 Apart from tourism, particular support needs to be given to:-

- (a) meeting the expansion or relocation needs of major employers, so as to protect existing jobs;
- (b) retaining jobs in the agricultural sector;
- (c) attracting new jobs in manufacturing and business services;
- (d) attracting firms which match the skill needs of the unemployed; and
- (e) providing facilities to retrain the workforce.

Objective 21 Development will widen the economic base of the District

AIM 3: TO HELP ACHIEVE GREATER EQUALITY OF ACCESS AND OPPORTUNITY FOR ALL

2.31 Given the many issues and characteristics which unite the District, it can be easy to overlook the fact that its community also includes individuals and groups with a variety of special needs and aspirations. For example, to people with disabilities, such simple activities as visiting a shop or even a neighbour cannot be taken for granted. Similarly, many women, elderly and unemployed residents are not able to take full advantage of all facilities in the District because they have no access to a car. This needs to be taken into account in the location of development. Finally, residents experience a variety of built environments, not all to the highest standard of design or comfort. Whereas there is a limit to what can be

done with existing development, it is important that all new development should be built to the highest design and amenity standards.

2.32 Government guidance now allows (and in some cases requires) local plans to consider social needs, including provision for the disabled. However, as with the other two aims, if the Plan is to be realistic, it must be restricted to what can reasonably be realised within the Plan Period.

Access and Opportunity Objectives

The Disabled

2.33 The disabled include people who:-

- (a) lack stamina, have poor co-ordination or poor grip;
- (b) use mobility aids such as a wheelchair, stick or crutch; or
- (c) have a sensory impairment, for example, the partially sighted, blind, hard of hearing or deaf.

2.34 Many of these disabilities mean that people are unable to play a full and independent role in society because of the inaccessibility of land, buildings, transport, recreation and other facilities in the environment. This affects the growing elderly population disproportionately as disability tends to increase with age. Some of the mobility problems encountered by the disabled also apply to those with infants in pushchairs or toddlers.



Parking and drop kerb to doctor's surgery for disabled people

Low Income Groups

2.35 The market often fails the unemployed and those on low income to gain access to some facilities. This was recognised in the Dover and Western Parishes Local Plan in relation to, for example, low cost housing in rural areas. In addition to meeting the needs of rural areas, such concern needs to be extended to housing in urban areas and to access issues such as meeting the needs of the no car household.

Objective 22 *Development will be accessible to everyone*

Quality Built Environment

2.36 The wealth of historic buildings and areas in the District has led to great care being required when new development is proposed which might affect them. However, this does not mean that care is not needed elsewhere. Indeed, everyone should have a right to enjoy living and working in a quality environment, where design and amenity considerations are given a high priority. In new development and redevelopment proposals, the Plan should seek to create a quality environment for all. The Council will also undertake schemes of improvement in existing development, as funds permit.

Objective 23 *Development will create a quality environment, in terms of design and amenity.*

IMPLICATIONS FOR THE DISTRICT

2.37 While all three Aims and their Objectives are central to formulating policies in the Plan, Aim 1 is particularly influential in framing those policies dealing with the question of where new development should go. For example, the relationship between transport and land use patterns emphasises the need to direct new development to Dover and Deal, where two-thirds of the population live, and to apply general restraint to the rural areas.

2.38 Taking the District as a whole, policies are needed to restrain and, if possible, reduce any over-supply of housing sites and the leakage of retail spending outside the District, particularly to Canterbury. Such policies will help make the District move towards a more sustainable pattern of development.

2.39 Environmental improvements to the urban areas and making provision for alternatives to the car should help make Dover and Deal attractive alternatives to living in the rural areas. Of the two, Deal currently has the more unsustainable characteristics, with some 8,200 fewer jobs than resident workforce. This imbalance, which has led to net out-commuting, is mainly the result of employment sites being lost to housing in the town. North and Middle Deal wards are also unemployment blackspots. An emphasis of the Plan will be to encourage employment development, while limiting new housing at Deal. The exception to this strategy will be at the RMSM sites where housing will be allowed as a means of preserving the historic buildings and features on the sites.

2.40 In the rural areas the approach of the Plan will be to generally restrain development whilst providing for small scale business development, development requiring a rural location or development which is justified by local employment, community or housing needs and would help sustain rural communities. However, there are four main exceptions to this, namely:-

- (a) at Aylesham, where the Council is carrying forward its longstanding commitment to significantly expand the village, in line with Structure Plan policy;
- (b) north of Sandwich, where land has been identified for the expansion of Pfizer despite the major imbalance of jobs to resident workforce;
- (c) in Sandwich, where tourism development, appropriate to its historic importance, will be encouraged; and
- (d) redevelopment of the redundant colliery sites for employment and low key recreation uses.

REFERENCES

¹*Based on Dover District Local Plan Strategy; Dover District Council; 1993*

Chapter Three

LOCAL ECONOMY

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LOCAL ECONOMY

INTRODUCTION

3.01 A key task of the Plan is to strengthen and diversify the local economy. This arises from the challenges brought about by declining agricultural employment, the closure of the East Kent Coalfield, and the impact of the Single European Market (SEM) on customs clearance companies and H.M. Customs, and of the Channel Tunnel on the Port of Dover, which has left the local economy in a weakened position. In addressing these issues, PPG4 states that economic growth and a high quality environment must be pursued together. Therefore, developing the economy in a way which is compatible with the environment will be important in moving towards sustainable development over the Plan Period.

3.02 Although jobs are created by a range of economic activities, this chapter deals with development for industrial, warehouse and office uses, rural areas and tourism. Unless otherwise stated, the terms 'employment', 'employment use(s)', 'employment sites' and 'employment land' refer to the use of land or buildings for industry, warehousing or offices - Use Classes B1/B2/B8 (for definitions see Glossary).

Existing Situation

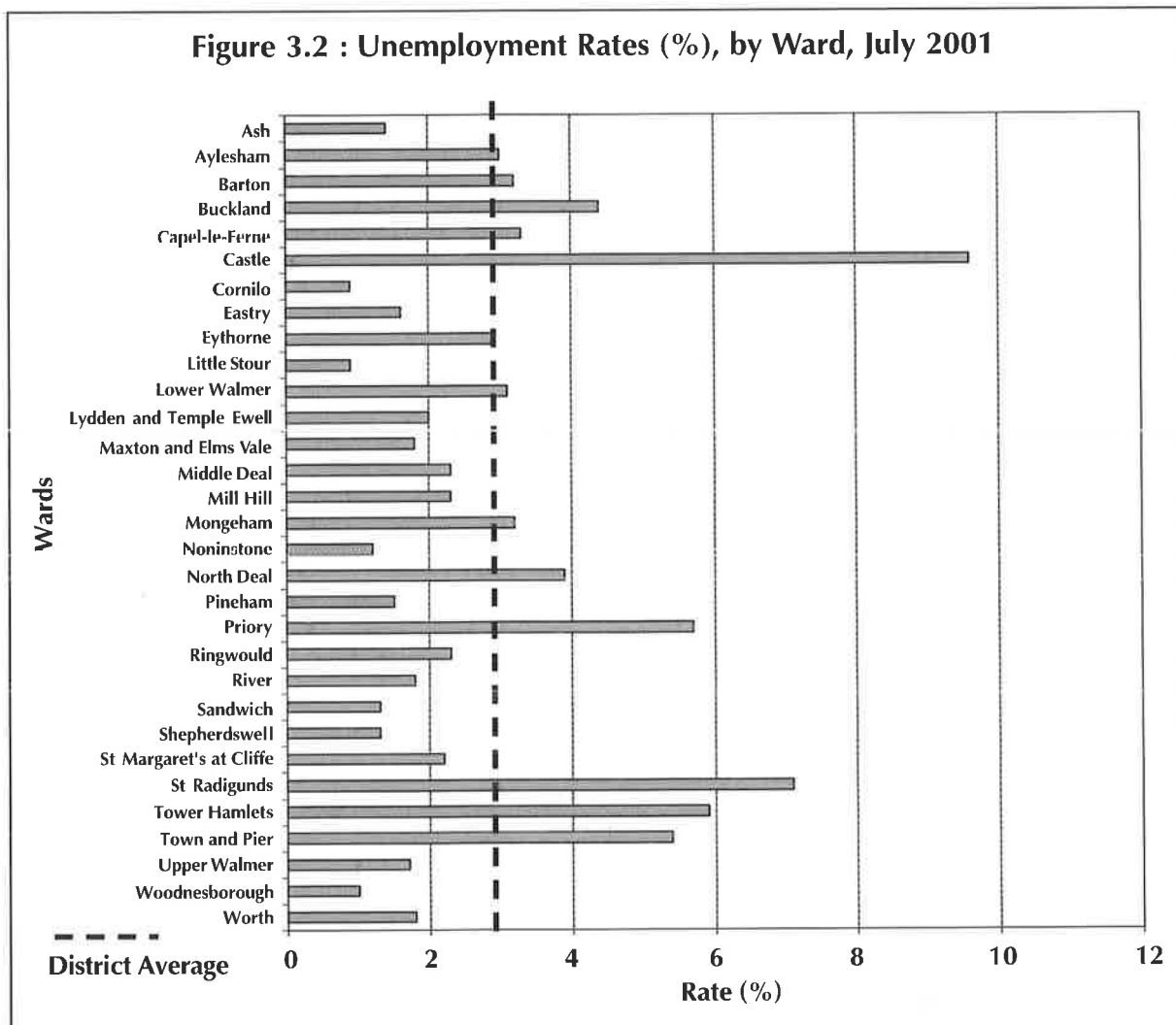
3.03 The current major employment locations in Dover are the port and White Cliffs Business Park. Various industrial estates to the north of Sandwich also provide a significant number of jobs. This has led to major imbalances between the location of jobs and the workforce. Figure 3.1 estimates the numbers of jobs compared to the numbers of economically active residents. Dover and Sandwich have an excess of jobs over workforce. There is an imbalance at Deal where out-commuting, which puts pressure on the A258, is a major concern.

Figure 3.1 : Balance of Jobs to Workforce			
Location	No. of Jobs	Numbers economically active	Jobs imbalance
Dover	21,300	17,100	+4,200
Deal	4,400	10,700	-6,200
Sandwich	4,500	1,700	+2,800
Rest of rural area	6,100	12,300	-6,200
District	36,400	41,800	-5,400

Source: Employment Department Census of Employment 1993
 MAFF Agricultural Census Data 1993
 OPCS Census of Population 1991
 Numbers may not add due to rounding

3.04 In recent years, the closure of the East Kent Coalfield and the on-going rationalisation in port and port-related employment have had major impacts on the local economy. It is predicted that some 8,900 jobs may eventually be lost in East Kent as a result of the Channel Tunnel and SEM¹. A substantial number of these job losses have already taken place. The 1993 Census of Employment shows the numbers of jobs in Town and Pier Ward, which includes the Western Docks, has fallen from 15,000 in 1991 to 9,000 in 1993. Over the same period, jobs within the District have declined from 43,400 jobs to 36,400. With retraining, the labour pool in the District represents a valuable resource.

3.05 Jobs lost in coal mining and port/port-related employment are reflected in the relatively high unemployment figures for the District. In July 2001, 3.0% of the resident work-force were registered as unemployed, compared with the Kent average of 2.4%, 3.1% in the South East and 3.9% for Great Britain². Although unemployment in the District has fallen from a peak of 11.9% (both January 1993 and January 1994), it remains a major concern. Figure 3.2 shows the ward unemployment rates as at July 2001. The worst affected areas are the urban wards of Dover, with the highest rate being experienced by Castle. Outside Dover the worst affected wards are Aylesham, Capel-le-Ferne, Mongeham, North Deal, Lower Walmer.



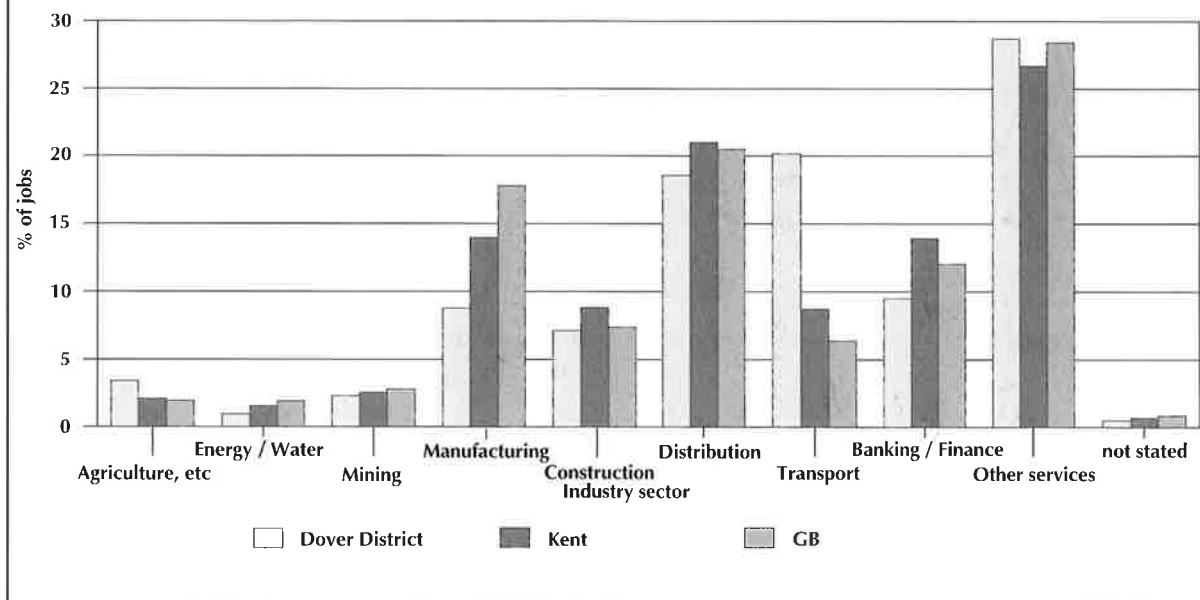
Source: Kent County Council

3.06 The District has experienced the effects of changes in defence expenditure through the closure of the Old Park Barracks and the Royal Marines School of Music (RMSM) at Deal. This not only affects jobs in the District, but also creates uncertainty for the future of some very large sites. Other military establishments remain in the area, but their future may come under review. The District's economy has also been adversely affected by the decline in traditional tourism.

3.07 The ability of the District to respond to these circumstances is not helped by the local economy's reliance on certain sectors (see Figure 3.3). Compared to Kent and Great Britain the District's industrial structure has:-

- (a) a higher proportion than the national and county average employed in agriculture;
- (b) a very low proportion employed in manufacturing;
- (c) a very high proportion employed in transport; and
- (d) a low proportion in banking/financial services.

Figure 3.3 : Employment by Industry Sector, April 1991



Source: OPCS Census of Population 1991

Note: Coal Mining is included within Industry Sector "Energy/water"

3.08 On the positive side, the District contains Pfizer Limited, an international pharmaceutical company which employs around 3,800 people and exports 80% of its products. The District's position close to the Continent effectively makes Europe a local market offering a significant advantage to exporters. In addition, the District's strong historical identity and high quality natural environment attracted 755,000 visitors to the area in 1993, supporting 6,000 jobs and contributing an estimated £40 million to the local economy.

3.09 As a result of the 'Kent Impact Study 1991 Review', the former East Kent Initiative (EKI) was set up to co-ordinate the economic development efforts of local authorities, other public sector bodies and the private sector. Through EKI, the Council has been very active in trying to tackle the underlying problems by promoting tourism and bringing forward inward investment. In addition, it has successfully pressed for national recognition of the District's economic problems. In July 1993, the District was granted Intermediate Area Status and, from April 1994, most of the rural area became part of the East Kent Rural Development Area.

Economic Development Strategy

3.10 The Council's Economic Development Unit produces an Economic Development Strategy annually. This sets out the activities that the Council will carry out to promote economic development in the District. The main elements of the strategy include action for enterprise support, marketing of the District, tourism initiatives, training, and providing information on available sites and premises.

Training

3.11 The need for training schemes throughout the economy is increasingly important. With high unemployment and job shortages, those without training or qualifications will find difficulty in obtaining employment. Additionally, the longer people are unemployed the harder it becomes to obtain work. Training therefore will play a very important role as a result of:-

- (a) shortages of staff with the right skills;
- (b) the needs of modern industries; and
- (c) a decline in the numbers of 16 -19 year olds entering the workforce.

3.12 The Council supports training initiatives through funding of the Kent TEC.

Applying the Plan's Aims and Objectives

3.13 One of the Plan's aims (Aim 2) is to help build a strong local economy. Its related Objectives (Objectives 16-21) are concerned with ensuring that sufficient employment land is allocated, allocated sites are attractive to prospective investors, employment sites are protected from other development and the range of employment opportunities widened. Aim 1 is also important in that, for example, priority will be given to directing investment to urban areas (Objective 10), new development must meet sustainable locational criteria (Objective 13) and freight should be transported by rail and water (Objective 15). In relation to Aim 3, it is important that employment sites and tourist facilities are accessible to all (Objective 22). It is important that new employment sites are not detrimental to amenity and that a high quality of design is achieved to attract new companies (Objective 23).

Local Economy Strategy

3.14 Based on the existing situation and the Aims and Objectives, the Plan's Local Economy Strategy seeks to:-

- (a) support development which safeguards, and where possible contributes to, the environment;
- (b) provide sufficient land, of the right quality, to meet the needs of industry and the District's workforce;
- (c) achieve a better relationship between the location of jobs and where people live;
- (d) support existing businesses as well as attract new ones;
- (e) assist in the economic diversification of rural areas;
- (f) promote green tourism;
- (g) optimise economic and employment benefits from tourism, including new initiatives;
- (h) promote Dover, Deal and Sandwich as locations for major tourist facilities; and
- (i) improve access to tourist facilities.

PROTECTION OF EMPLOYMENT LAND

3.15 PPG4 states that development plans should aim to ensure that sufficient land is available for employment and that there should be a variety of sites to meet differing needs. It also states that a choice of sites provides for competition, so stimulating economic activity. PPG12 emphasizes the importance of the supply of land and buildings for the local economy. PPG6 states that retail development should not normally be allowed on land designated for other uses, especially industrial/employment, where retail could have the effect of limiting the range and quality of sites that would be available. It also states that retail development should not be used simply as a mechanism to bring vacant sites into development. Therefore, in order to maintain the variety and diversity of employment land supply in the District, it is important that sites in employment use, those with planning permission and local plan allocations are protected to ensure they remain available for industrial, office or warehousing development.

3.16 Protecting existing local employment sites can also help in achieving mixed land uses. Policy LE1 protects these sites by not allowing uses such as housing or major retail development. Small-scale development such as shops to provide for the needs of workers or residents within walking distance, cafes, estate agents, banks or tourism-related uses may be acceptable provided they would not prejudice the supply of land for employment use and do not exceed 250 sq. m. (2691 sq. ft.) gross floorspace. On employment sites over 5 Ha (12.4 acres), the Council will seek the provision of facilities to meet the needs of those working within the development or living in the immediate vicinity.

3.17 Only in those instances where there is a significant oversupply of employment land and premises locally and in the District as a whole will alternative uses be considered although, in order to allow flexibility with small-scale developments, sites of either less than 100 sq. m. floorspace or an area of 0.1 Ha. will not be subject to Policy LE1. Before permission is granted an applicant will need to demonstrate that the proposed development satisfies one of two tests.

Either:

- a) **Social/environmental benefits.** In the interests of sustainable development, the Council wishes to encourage mixed uses. However, there are instances where certain employment uses may cause a nuisance in residential areas and it is desirable to relocate them. In such cases, and in order to retain an area of mixed uses and maintain the supply of employment land, the Council will only allow the existing site to be redeveloped for employment uses unless employment use is not acceptable in terms of residential amenity, traffic generation or travel demand. To ensure residential amenity considerations are met, the Council may impose conditions to control matters such as noise, working hours and use. Where uses have caused environmental problems, such as noise, light or air pollution, the Council may seek a legal agreement to prevent their re-occurrence by extinguishing existing use rights;

or

- b) **Marketing.** In recognition of the economic circumstances in the District and the need to reserve land for employment generating uses applicants, when promoting alternative forms of development, will need to provide evidence that employment uses are commercially unviable. In this respect, it must be shown that genuine and adequate attempts have been made to market the land/buildings and have failed to produce a viable offer. Marketing should be through an appropriate estate agent and for a period of time which fully tests demand having regard to the buoyancy of prevailing market conditions. For large sites, over 1 Ha. or 1000 sq.m. floorspace, marketing should also be undertaken nationally.

Policy LE1

On land allocated for employment use, or on land currently with planning permission for employment use, planning permission for development for other uses will not be granted unless the development does not exceed 250 sq. m. gross floor-space and is for uses within Use Classes A1, A2 and A3 to meet the needs of those living or working within the immediate vicinity, or is a tourism related use.

On land or in buildings currently or last in use for employment purposes, including those premises permitted prior to the adoption of the Plan, planning permission for other uses will only be granted if the proposed development would not seriously prejudice the availability of employment land and premises both locally and in the District as a whole, and

- i) alternative use or development would bring with it significant social or environmental benefits, or**
- ii) the land or premises has been appropriately marketed without success.**

Environmental Appraisal

The policy positively contributes towards the Objectives of enabling renewable energy generation, recycling redundant resources, concentrating investment at the urban areas. No Objectives are adversely affected.

INDUSTRY, WAREHOUSING AND OFFICES

Strategic Framework

3.18 The Council will ensure that adequate employment land is provided to meet the needs of the local economy for the period up to 2006. These needs are based on the guidelines set out in Structure Plan Policy ED1, which cover the period 1991 to 2011. The explanatory text to ED1 sets out that where local plans do not extend to 2011, local authorities should apply a *pro rata* interpretation of the guidelines.

3.19 The current supply of land committed towards the ED1 guidelines at June 1998 is shown in Figure 3.4. Sites which have planning permission, but are also covered by policies in this Plan, for example Sandwich Industrial Estate, have been excluded from these figures.

	A2/B1	B2/B8	Total
Completions 1991-1998 (net) ¹	13,595	37,104	50,699
Under Construction	2,455	53,845	56,300
Unimplemented ²	47,196	15,358	62,554
Proposed Losses	-8,845	-12,284	-21,129
Total	54,401	94,023	148,424
Structure Plan Guideline 1991 - 2006	115,000	230,000	345,000
Floorspace to be allocated	60,599	135,977	196,576

Source: based on Employment Land System Monitoring Survey: 1998, Volume 3: East Kent, Kent County Council

¹ includes units unoccupied, but completed

² does not include sites contained in this Plan

3.20 Structure Plan Policy ED1 sets a guideline figure of 130,000 sq.m. (1.4 million sq.ft.) of A2/B1 floorspace and 260,000 sq.m. (2.8 million sq.ft.) of B2/B8 for the period 1991-2011. The exact distribution between the Use Classes is for the District Council to determine. In Figure 3.4 the guidelines have been recalculated, in line with the supporting text to ED1, in order to make them consistent with the Local Plan time horizon. There is currently 148,424 sq.m. (1.6 million sq.ft.) of floorspace committed towards these guidelines, leaving a total of 196,576 sq.m. (2.1 million sq.ft.) to meet the guidelines up to 2006. Policy LE2 allocates sites for development within Use Classes B1/B2/B8.

Policy LE2

Land shown on the Proposals Map is allocated for industrial, business and storage uses as follows:-

Site	Area	Use Class
DOVER		
White Cliffs Business Park Phase I	6.4 Ha	B1/B2/B8
White Cliffs Business Park Phase II	28 Ha	B1/B2/B8
White Cliffs Business Park Phase III	21 Ha	B1/B2/B8
Old Park Barracks	35 Ha	B1/B2/B8
Western Docks	5 Ha	B1/B2/B8
DEAL		
Former Royal Marines School of Music, North Barracks	2.62 Ha	B1/B2/B8
Minter's Yard, Southwall Road	2.1 Ha	B1/B2
Albert Road	2.0 Ha	B1/B2
Marlborough Road	0.16 Ha	B1

Continued

Continued

RURAL

Ramsgate Road, Sandwich	1.3 Ha	B1/B2/B8
Land at Pfizer, Sandwich	26.2 Ha	B1
Pike Road, Eythorne	0.72 Ha	B1/B2/B8
Tilmanstone Spoil Tip (North), Eythorne	7.6 Ha	B2
Tilmanstone Spoil Tip (South), Eythorne	11 Ha	B1/B2/B8
Aylesham Development Area	4.3 Ha	B1/B2
Sandwich Industrial Estate	10 Ha	B1/B2/B8

Environmental Appraisal

Owing to the number of sites involved, the policy has a wide range of effects that makes analysis complicated. Therefore, the impact of each proposal is considered under the relevant policy for each site.

3.21 Provision at Dover, largely reflects current commitments. The White Cliffs Business Park allocations are rolled-forward from the Dover and Western Parishes Local Plan, whilst land at Old Park Barracks, which is surplus to MoD requirements, has been allocated following public consultation on the Old Park Planning Brief. Dover Western Docks and the St James's Area redevelopments provide for employment uses, particularly offices, in the centre of Dover. The need to address the imbalance between workforce and jobs at Deal and the effects of the relocation of the Royal Marines School of Music, Deal has resulted in the allocation of a variety of small sites where development can be accommodated without detriment to residential amenity. The major allocation is at the North Barracks of the Royal Marines School of Music which was vacated in Spring 1996. At Sandwich there is already a variety of sites available along Ramsgate Road and on the Sandwich Industrial Estate and there are no grounds for further allocations with the exception of land for the future expansion of Pfizer. One small plot identified in the Sandwich Informal Local Plan for Conservation has been rolled-forward. In the rural area, two small vacant plots within the Pike Road Industrial Estate at the former Tilmanstone Colliery have been incorporated. Provision has also been made for the expansion of the Tilmanstone Brickworks, a major local employer. Finally, a 'low-tech' park is proposed for the southern part of the Tilmanstone Spoil Tip.

3.22 The Council has accepted, in principle, the idea of redeveloping the former Snowdown and Betteshanger pit heads for employment uses. However, due to infrastructure and other difficulties, it is unlikely that either can make an immediate contribution to the employment land supply. Therefore, these sites have not been allocated by Policy LE2, but are considered in Chapter 15.

3.23 Figure 3.5 shows the estimated floorspace that will result from the sites allocated under Policy LE2. The estimates of floorspace are based on KCC's East Kent employment densities. On new sites 20% of the site area is deducted to allow for roads and landscaping, unless the criteria detailed in the policy dictate otherwise. Where a site is within an existing serviced industrial area the floorspace is calculated based on the whole site area.

3.24 These sites will contribute an estimated 189,800 sq.m. (2 million sq.ft.) of B1 and 246,300 sq.m. (2.7 million sq.ft.) of B2/B8 floorspace (see Figure 3.5) and represents an oversupply of 70% of the strategic guideline figure. The floorspace breakdown by Use Class is a guide and should not be taken to be a constraint on, nor a commitment to, any given level of development. The levels of traffic generated will also affect the amount of floorspace that each site can accommodate. The amount of floorspace may, therefore, vary according to the specific development and for this reason has not been included in Policy LE2.

Figure 3.5 : Floorspace Estimates (square metres) for Allocated Employment Sites

Allocation	Use Class	Gross Area (Ha)	Net Area (Ha)	Floorspace per hectare	Resulting floorspace	Existing floorspace	Floorspace toward guidelines
DOVER White Cliffs Business Park, Phase I	B1	1.28	1.28	3,212	4,100	0	4,100
	B2	2.56	2.56	2,867	7,400	0	7,400
	B8	2.56	2.56	3,473	8,900	0	8,900
	Total	6.41	6.41	-	20,400	0	20,400
White Cliffs Business Park, Phase II	B1	5.61	4.95	3,212	15,900	0	15,900
	B2	11.23	9.90	2,867	28,400	0	28,400
	B8	11.23	9.90	3,473	34,400	0	34,400
	Total	28.07	24.74	-	78,700	0	78,700
White Cliffs Business Park, Phase III	B1	4.21	3.17	3,212	10,200	0	10,200
	B2	8.42	6.34	2,867	18,200	0	18,200
	B8	8.42	6.34	3,473	22,000	0	22,000
	Total	21.04	15.85	-	50,400	0	50,400
Old Park Barracks	B1	11.96	7.85	-	32,500	0	32,500
	B2	4.60	3.02	-	9,500	0	9,500
	B8	17.90	11.75	-	46,500	0	46,500
	Total	34.46	22.62	-	88,500	0	88,500
Dover Western Docks	B2	1.61	1.39	-	-	900	3,700
	B8	1.61	1.61	3,473	5,600	0	5,600
	Total	5.36	5.14	-	22,500	900	21,600
St. James's Area, Dover	B1	5.56	0.28	-	8,400	8,400	0
DEAL Royal Marines School of Music, North Barracks	B1	1.31	1.05	3,212	3,400	0	3,400
	B2	1.31	1.05	2,867	3,000	0	3,000
	Total	2.62	2.10	-	6,400	0	6,400
Minter's Yard	B1	1.05	1.05	3,212	3,400	0	3,400
	B2	1.05	1.05	2,867	3,000	0	3,000
	Total	2.10	2.10	-	6,400	0	6,400

Allocation	Use Class	Gross Area (Ha)	Net Area (Ha)	Floorspace per hectare	Resulting floorspace	Existing floorspace	Floorspace toward guidelines
Marlborough Road	B1	0.16	0.16	3,212	500	0	500
Albert Road	B1	1.00	0.75	3,212	2,400	0	2,400
	B2	1.00	0.75	2,867	2,150	0	2,150
	Total	2.00	1.50	-	4,550	0	4,550
RURAL							
Ramsgate Road, Sandwich ²	B1/B2/B8	1.30	1.30	2,867	3,700	0	3,700
Eastry Hospital, Eastry	B1	4	1.60	3,212	2,000	0	2,000
Land at Pfizer, Sandwich	B1	26.2	18.3	-	120,000	20,000	100,000
Sandwich Industrial Estate, Sandwich	B1/B2/B8	10	8	-	29,400	13,300	16,100
Aylesham Development Area	B1	2.15	1.72	3,212	5,500	0	5,500
	B2	2.15	1.72	2,867	4,900	0	4,900
	Total	4.30	3.44	-	10,400	0	10,400
Pike Road, Eythorne ³	B1/B2/B8	0.72	0.72	3,473	2,500	0	2,500
Tilmanstone Spoil Tip (North), Eythorne	B2	7.60	6.08	2,867	17,400	0	17,400
Tilmanstone Spoil Tip (South), Eythorne ⁴	B1/B2/B8	11	4	3,473	11,100	0	11,100
Total	B1	66.63	44.30	-	220,600	28,400	192,200
	B2	62.86	51.18	-	127,050	14,200	117,450
	B8	53.44	36.88	-	131,000	-	131,000
	Total	183	132.5	-	478,650	42,600	440,650

Floorspace figure rounded to the nearest 100

² in calculating contribution towards Policy ED1 guidelines it is assumed the site will be developed for B2

³ in calculating contribution towards Policy ED1 guidelines it is assumed the site will be developed for B8

⁴ in calculating contribution towards Policy ED1 guidelines it is assumed the site will be developed for B8

Dover

White Cliffs Business Park

3.25 The major location for future employment growth in the District is the White Cliffs Business Park (WCBP) which, when complete, will total some 65 Ha (160 acres). Three vacant sites within Phase I, which do not have the benefit of planning permission for employment uses, are allocated by Policy LE2. The allocations of Phases II and III have been carried forward from the Dover and Western Parishes Local Plan. The site is well-located in terms of proximity to national trunk roads and close to the port.



*Business development on Phase I,
White Cliffs Business Park*

3.26 It has been an essential element in promoting development at WCBP that traffic should be discouraged from using Melbourne Avenue, in order to protect the amenity and safety of residents. Recently, there has been traffic calming to reduce the numbers of heavy goods vehicles. This, together with improvements to Honeywood Parkway to allow development at Old Park and other highway improvements, may enable the current restriction beyond emergency access between Phases I and II to be reviewed. The restriction can be lifted if it can be adequately demonstrated to the Council that an unrestricted access will not materially affect the safe, efficient operation and environmental qualities of the road network in the area and Melbourne Avenue in particular.

3.27 Access constraints to the development of Phases II and III have been resolved through the construction of a grade-separated interchange with the A2, as part of the Whitfield by-pass.

3.28 WCBP is the premier location in the District for future employment generation. Consequently, and to accord with Policy LE1, development will be restricted to Use Classes B1, B2 and B8. As a possible exception to this, local facilities would be permitted to meet the needs of those working on the site. These could include a local shop or cafe.

3.29 Phase II is open to long views from the north and west and is readily seen from the A2. Therefore, great care must be taken with design and landscaping. Owing to the topography of Dover, buildings on the southern part of the site may be visible from a considerable distance. Therefore, a shelter belt consisting of dense native planting will be required along the southern boundary.

3.30 Phase III is also open to view, especially from the west. The southern boundary has been set by landscape considerations. Access will only be allowed from the grade-separated interchange with the A2 serving Phase II. The site also adjoins housing in Dover Road. The amenities of residents in this area will be protected by establishing a landscape buffer, at least 25 metres (269 ft.) wide consisting of earth bunding and dense native planting, and allowing only B1 development at low density in this location.

3.31 The North Downs Way falls within Phase II and separates it from Phase III. The access road from Phase II to Phase III will breach the North Downs Way. Along the remainder of the North Downs Way the existing hedgerow must be retained and strengthened by structural planting. Any development must be set back from the new planting to preserve the path's setting and integrity.

3.32 To ensure that there is no impediment to the development, roads and servicing should be provided throughout Phase II up to the boundary with Phase III. The Council will ensure that this, and the other matters referred to (which are also set out in Policy LE3), are provided as part of any development through the imposition of conditions on any planning permission or, as appropriate, seeking a legal agreement with the developer.

3.33 After taking account of the landscaping and servicing required, it is estimated that 20,400 sq.m. (0.22 million sq.ft.) of floorspace could be accommodated on the remaining plots in Phase I, 78,700 sq.m. (0.85 million sq. ft.) of floorspace could be accommodated on Phase II and 50,400 sq.m. (0.54 million sq. ft.) on Phase III. This is based on the assumption that 20% of the site is developed for B1 use and 40% each for B2 and B8. This revises previous estimates which had a higher B1 element. It is now considered that Old Park is more likely to attract this sort of use and consequently the estimates for WCBP have been revised.

Policy LE3

Planning permission for Phases I, II and III of the White Cliffs Business Park will be permitted provided:-

- (i) all development is restricted to Use Classes B1/B2/B8, except for the provision of local services solely to meet the needs of those working on the business park;**
- (ii) vehicular access is restricted to a grade-separated interchange with the A2, with the exception of emergency access from Phase II to Phase I and from Phase III to Dover Road unless or until it can be adequately demonstrated that an unrestricted access will not materially affect the safe, efficient operation and environmental qualities of the road network in the area and Melbourne Avenue in particular;**
- (iii) provision is made for public transport, footpaths and cycle routes;**
- (iv) with the exception of providing the access to Phase III, the integrity and setting of the North Downs Way is preserved by retaining the existing hedgerow, strengthening by additional planting of three metres either side of the North Downs Way, and setting back development 10 metres from the new planting;**
- (v) structural landscaping is included for the sites' main boundaries; and**
- (vi) provision is made for an archaeological evaluation and subsequent preservation in situ or preservation and recording of any important archaeological remains as appropriate.**

If excavation and recording is necessary, appropriate and satisfactory provision must be made available for an archaeological investigation by an approved body in advance of development in accordance with an agreed schedule.

Additionally, in the case of Phase II:

- (vii) vehicular access and servicing extends up to the boundary with Phase III;**
- (viii) a shelter belt at least 20 metres wide along the southern boundary is provided;**
- (ix) no building is constructed within 15 metres of the shelter belt; and**
- (x) no building constructed within 50 metres of the shelter belt exceeds 10 metres in height.**

Additionally, in the case of Phase III:-

- (xi) a landscaped buffer zone at least 25 metres wide in the vicinity of Dover Road is provided; and**
- (xii) development adjacent to the buffer zone is Use Class B1 and does not exceed 10 metres in height.**

Environmental Appraisal

Whilst the policy will result in the loss of countryside, the landscaping required would have a positive contribution towards providing new habitats. The landscaping will also help with energy efficiency. The policy contributes positively toward the objectives of renewable energy generation, concentrating investment at the urban areas, provision for alternative modes of transport and enabling the movement of freight by water. The policy works against the objectives of recycling redundant land before using new resources and minimising the need to travel.

Old Park Barracks

3.34 The closure of the Barracks provides an opportunity to re-use formerly developed land for employment uses. The site is close to the primary road network, accessible to cyclists and pedestrians, can easily be accessed by buses currently serving the WCBP. It is also already serviced by gas, electricity and telecommunications. A Planning Brief has been approved for this site which forms supplementary planning guidance to Policy AS8. The allocated area and floorspace estimates are based upon the planning permission granted in March 1996. The Council would be prepared to allow an element of tourism uses within the employment allocation in line with the detailed policy requirements for the site set out in Chapter 15.

Former Channel Tunnel Workers Site, Farthingloe

3.35 The former Channel Tunnel Workers' Site at Farthingloe identified in the Dover and Western Parishes Local Plan, has been deleted as an allocation. This site, in the Kent Downs Area of Outstanding Natural Beauty (AONB), was allocated as a special case to meet a short term deficit in employment land because of a lack of alternative sites.

3.36 PPG7 states that it would normally be inconsistent with the aims of designation to permit the siting of major commercial development in the AONB. Only proven national interest and lack of alternatives can justify an exception. Clearly Farthingloe does not represent a case of national need. Should the site not be developed within the time limit of the current permission the short term need for the site will have been surpassed with the construction of the grade-separated interchange on the A2 giving access to WCBP. In addition, provision for employment land can now be met at the Old Park Barracks, which has become surplus to Ministry of Defence requirements and is not in the SLA or AONB. This site can meet the need for a business park for which Farthingloe previously catered. Demand for offices can also be met in the redevelopment of the Dover Western Docks. Therefore, there is no longer a proven lack of alternatives and, to meet with sustainable criteria of re-using urban land and protecting important landscapes, the Farthingloe site has been deleted and if not substantially developed under the current permission should be restored to its former condition as part of the countryside within the AONB.

Deal

3.37 Structure Plan Policy S1 seeks to achieve a sustainable pattern of development which reduces the need to travel, whilst EK3 identifies the amelioration of economic problems of Deal as a priority. Therefore, in order to start addressing the imbalance between jobs and resident workforce priority has been given to identifying sites in Deal for employment use. A variety of small sites has been chosen to lessen the impact on the road network, provide development on a scale that can be compatible with residential amenity and to avoid large sites on the edge of the town which would damage the landscape.

Royal Marines School of Music, North Barracks

3.38 The North Barracks has the potential to be accessible by a range of modes of transport and could make a significant contribution towards redressing the jobs imbalance. Constraints to the development of the site include a Napoleonic burial ground in the north west corner of the site, the presence of listed buildings along North Barrack Road and the Deal Bombing Garden of Remembrance. Owing to the variety of issues and uses within the site, a detailed policy for development is set out in Chapter 15.

Minter's Yard

3.39 Minter's Yard is considered suitable for B1 and B2 uses provided any B2 uses are located away from residential properties. The use of the site for industry has already been accepted with proposals in the Deal Draft Local Plan 1980 and subsequent, now lapsed, planning permissions. Owing to infrastructure difficulties, no further allocations in this area are proposed. The Council is aware of problems caused by employment-related traffic along Middle Deal Road and would consequently be prepared to consider the future of the wider Southwall Road area if the opportunity arises to introduce road improvements and access to the site. However, the Council recognises that this may well not take place during the life of the Plan and therefore no allocation has been made

Policy LE4

Planning permission for the development of land at Minter's Yard for Use Classes B1/B2 will be permitted provided:

- (i) only B1 development is located adjacent to residential properties;**
- (ii) a suitable landscaping scheme is included; and**
- (iii) levels of traffic generated are acceptable.**

Environmental Appraisal

The policy works towards the Objectives of recycling redundant resources, concentrating development at the urban areas and reducing the need to travel. The policy rates poorly against the Objective of locating development to enable the movement of freight by water or rail. However, given the scale of the allocation the scope for moving freight by this mode is limited.

Albert Road

3.40 This site lies to the west of Albert Road, there is residential development on Matthews Road and Albert Road to the south and the commercial premises of Hutchings Timber and the Builder Centre to the north, open countryside is to the east of the site. Development will make an important contribution to the achievement of the objective of securing additional employment opportunities in Deal. It will also allow for the expansion of the neighbouring uses.

3.41 Access to the site is poor and before development can commence it will be necessary to agree a package of highway improvements on and off site. Based on previous proposals for development of this site it is anticipated that these will include:

- (a) the provision of a signal controlled junction;
- (b) the closure of the existing access to the Timber Yard and Builder Centre;
- (c) adjustments to the junction layout at Albert Road and Middle Deal Road;
- (d) traffic calming measures in Middle Deal Road;
- (e) creation of a new priority junction at Albert Road/London Road together with the widening of both Albert Road and London Road and the improvement of pedestrian facilities; and
- (f) new pedestrian refuges in London Road.

In addition, the infrastructure works require land which is outside the ownership of the landowner, in particular that under the control of Railtrack, Kent County Council and Builder Centre. There would, however, be overall benefits from the creation of a new central access to serve all the existing uses and the release of the land for employment development could provide the catalyst for this desirable improvement.

3.42 The residential properties on Matthews Close and Albert Road are close to the site. To ensure that their residential amenity is maintained, it will be necessary to restrict the hours of operation of the uses on the site. It will also be necessary for adequate structural landscaping to be provided on the boundary of the site to act as an effective screen to the residential properties.

Policy LE5

Planning permission for the development of land at Albert Road, Deal for Use Classes B1 and B2, and for the extension of the adjacent Builder Centre and Timber Yard only will be permitted provided:

- (i) a full Traffic Impact Assessment is undertaken to determine the scale of the off-site highway improvements required;**
- (ii) the closure of the northern access with suitable arrangements made for track side access by Railtrack;**
- (iii) hours of operation will be restricted to protect neighbouring residential amenity; and**
- (iv) existing boundary vegetation will be retained and enhanced.**

Environmental Appraisal

The policy works towards the Objectives of concentrating development at the urban areas and reducing the need to travel. The site is well-related in terms of moving freight by rail, however, given the scale of the allocation the scope for moving freight by this mode would be limited.

Marlborough Road

3.43 The site at Marlborough Road is between existing commercial uses and residential properties. Views of the site from the south are restricted by the adjoining commercial properties. The land rises up to the site from Ellen's Road. Consequently any development should be low rise (not exceeding 4 metres to the eaves) and include landscaping along the southern boundary to reduce its impact. Owing to the proximity to residential areas any buildings should be positioned to the western frontage of the site with Marlborough Road to minimise the impact upon residential amenity. The site is also therefore only considered suitable for B1 development. The site would need to be accessed via Marlborough Road, which will need to be upgraded to an acceptable standard and a footpath provided.

Policy LE6

Planning permission for the development of land at Marlborough Road for Use Class B1 will be permitted provided:

- (i) there is no detrimental effect on residential amenity;**
- (ii) any buildings are low rise and are positioned toward the frontage of the site with Marlborough Road;**
- (iii) a suitable landscaping scheme which includes the retention and enhancement of existing boundary vegetation is agreed;**
- (iv) levels of traffic generated are acceptable; and**
- (v) the access road between the site and surfaced section of Marlborough Road are upgraded, including the provision of a footpath.**

Environmental Appraisal

The policy works towards the Objectives of concentrating development at the urban areas and reducing the need to travel. It works against the Objectives of protecting the countryside and using redundant sites before new resources. The site is not well-related in terms of moving freight by water or rail. However, given the scale of the allocation the scope for moving freight by this mode is limited.

Further Provision at Deal

3.44 In view of the need to redress the shortfall of jobs at Deal, the Council considers it appropriate that should any new sites come forward in addition to those identified in the Plan, they will be first considered for employment or tourism uses unless there are overriding needs, such as for local facilities, affordable housing or open space (see also Chapters 10 and 12). For the purposes of interpretation new sites are defined as those with either a floorspace of 100 sq.m. or greater, or a site area of at least 0.1 Ha. Development for other uses, such as open market housing or retail, will only be considered appropriate if employment/tourism uses are not acceptable in terms of residential amenity, traffic generation, travel demand or environmental resource considerations. If, however, there are no overriding needs and the site is suitable for employment or tourism uses then before permission is granted for alternative uses it will be necessary for the applicant to demonstrate that the site has been marketed for employment or tourism uses without success. Marketing requirements are described in paragraph 3.17 of this Plan. The tests of Policy LE7 therefore need to be applied sequentially.

Policy LE7

Should any new sites within the Deal Urban Area come forward for development or redevelopment, not falling within the scope of Policy LE1, the Council will only grant planning permission for Use Classes B1/B2/B8 or tourism related development unless:

- (i) there are other overriding needs such as open space, affordable housing or a need for local facilities; or**
- (ii) employment/tourism uses are not acceptable in terms of residential amenity, traffic generation, or travel demand; or**
- (iii) the land has been appropriately marketed without success.**

Environmental Appraisal

The policy works toward the Objectives of protecting open space, providing for the generation of energy from renewable sources, concentrating development at the urban areas and reducing the need to travel. No Objectives are adversely affected.

Southwall Road

3.45 This area comprises the Southwall Road Industrial Estate, which lies to the north west of the former landfill site. The area is approached through mixed development, including some residential property on the northern edge of Deal. The existing industrial estate provides employment floorspace for several small businesses in Deal. However, the site is not well related to the town and has access difficulties. The estate's access road and its junction with Southwall Road are below the normally accepted standards. The road is unevenly surfaced, too narrow to allow two vehicles to pass and lacks adequate turning space. The Council considers intensification of employment use of the estate, which would result in an increase in the volume of traffic along this road, should be strongly resisted.

Policy LE8

Proposals for the intensification of employment use of Southwall Road Industrial Estate will not be permitted if an increase in traffic would result.

Environmental Appraisal

The policy works against the Objective of re-using redundant resources. There are no other impacts upon the Objectives. This is because the policy is largely concerned with amenity and access considerations.

Ramsgate Road, Sandwich

3.46 Sandwich has developed as an important location for industry with the Great Stonar, Ramsgate Road and Port Richborough industrial areas. Several sites are available for employment, notably at Great Stonar. One plot on Ramsgate Road, allocated in the Sandwich Informal Local Plan for Conservation, needs to be carried forward in this Plan. Development of this site will need to conform with Policy AS14 (Chapter 15) and the design policies in Chapter 8. Sandwich Industrial Estate (Policy AS15) is considered in Chapter 15. The only new provision is for the continued expansion of Pfizer.

Pfizer Expansion Land

3.47 Land for the future needs of Pfizer is identified on the Proposals Map. Pfizer is one of the most important companies in the District, employing over 3,800 people at Sandwich. Its importance to the local economy means that further development will be accepted as an exception to the objectives of concentrating development at the urban areas and balancing jobs and resident workforce. This



Pfizer Ltd, Sandwich

allocation is made solely to allow for the future expansion of Pfizer. Should this land not be taken up by Pfizer for their own needs, planning permission will not be forthcoming. To this end and in line with PPG4, any permission will be conditioned to occupation solely by Pfizer for a period of ten years from first occupation.

3.48 Owing to the site's sensitive location, strict controls will be needed over development. Pfizer has undertaken a study of the effects of development on the flood risk to Sandwich. The former MAFF has carried out a survey of the agricultural land quality and has indicated that it has no objection to this allocation. It is also important that the views and setting of Sandwich are not damaged and the open character of the area, including views between Richborough Castle and Sandwich Quay, are maintained. The Monks' Wall is an important archaeological feature and the western boundary of the allocation has been set 75 metres (246 ft.) from the Wall. This area should be kept open to maintain the setting of the Wall. These constraints can be overcome by:-

- (a) providing compensatory flood storage areas;
- (b) redeveloping the Richborough Business Park and former Haffenden Works for Pfizer's needs;
- (c) the careful location of buildings and car parking;
- (d) paying careful attention to scale and form of buildings; and
- (e) appropriate advance landscaping of the site.

3.49 The scale of the proposed development has significant travel implications. These will need to be addressed as part of any planning application, and thus will be done through the submission of a Green Travel Plan. The Green Travel Plan will address issues such as walking, cycling, car sharing, shuttle buses, public transport and other means of reducing the reliance of Pfizer's workers on car usage.

Policy LE9

On land identified for the expansion of Pfizer, development will be permitted which:-

- (i) **does not damage the views or setting of Sandwich;**
- (ii) **does not harm the views between Richborough Castle and Sandwich Quay;**
- (iii) **keeps open an area of 75 metres between the Monks Wall and site landscaping;**
- (iv) **does not increase the flood risk to Sandwich;**
- (v) **includes an appropriate advance landscaping scheme; and**
- (vi) **through a Green Travel Plan satisfies traffic considerations.**

Planning permission will be subject to conditions restricting occupancy solely to Pfizer Limited for a period of ten years from the date of first occupation. Should Pfizer not take up the option to develop this land for its own needs, planning permission will not be forthcoming for any development.

Environmental Appraisal

The policy works towards the Objectives of re-using redundant resources, protecting the historic environment and locating development so as to enable the movement of freight by rail or water. The allocation works against the Objectives of protecting the countryside, concentrating development at the urban areas and reducing the need to travel.

Pike Road, Eythorne

3.50 Two vacant plots within Pike Road Industrial Estate have been incorporated into this Plan. The existing estate includes B1/B2/B8 uses. Other than allocating the sites no specific guidance is warranted.

Tilmanstone Spoil Tip (North)

3.51 Land adjacent to the Tilmanstone Brick factory is allocated for B2 development. The land currently forms part of the spoil tip for the former Tilmanstone Colliery and has permission for the extraction of minestone for brick making. As part of this permission substantial landscaping works have been approved, including the final restoration as woodland. Developing this site would require the spoil to be moved and additional landscaping. In addition, any new buildings must not exceed the height of the existing brickworks to the east. Bringing the site back into industrial use would accord with the aim of re-using derelict land. Should road improvements prove necessary, the developer will be required to contribute towards the cost.



Tilmanstone brick factory

Policy LE10

Permission will be granted at Tilmanstone Spoil Tip (North), for development within Use Class B2 provided:

- (i) any new buildings do not exceed the height of the existing brickworks to the east;**
- (ii) an earth bund and dense native planting is provided along the western boundary of the allocation, excepting for an access to the spoil material;**
- (iii) a survey and evaluation is carried out to determine the extent of any contamination and remedial measures proposed to ensure development of the site does not pose a risk to human health or damage natural resources;**
- (iv) the developer contributes towards the cost of any off-site infrastructure improvements arising; and**
- (v) provision is made for access to the site by cyclists and pedestrians.**

Environmental Appraisal

The policy works toward the Objectives of enhancing and managing habitats and landscaping, reducing pollution, enabling renewable energy generation, recycling of redundant resources, reducing the need to travel and providing for alternatives to the car. The policy works against the Objectives of concentrating investment at the urban areas, and locating development so as to enable the movement of freight by rail or water.

Tilmanstone Spoil Tip (South)

3.52 The southern part of the spoil tip covers some 11 Ha. (27 acres) and is allocated for B1, B2 and B8 development. It is intended that the site will be developed as a 'low tech' park for operators requiring low density development with areas for yard space and open storage. The site is within the SLA and close to residential properties. A comprehensive landscaping scheme to screen the site will be required in order to protect the SLA and residential amenity. This will give a net developable area of about 4 Ha. (10 acres). In addition, security details such as fencing and lighting will need careful consideration. Full cut-off lanterns should be used, as set out in Chapter 7. Redevelopment of the site will be dependent upon ground conditions and measures being taken to render harmless or remove any contaminants that may exist on site. There may be the opportunity to use the rail line in the vicinity of the site for freight and passenger movements. Should road improvements prove necessary, the developer will be required to contribute towards the cost. The routing of traffic between the site and the A2 Trunk Road through the surrounding villages will be resisted by the Council. A routing agreement will be sought which takes commercial traffic away from the site via Barville Road and the A256 to the A2.

Policy LE11

Permission will be granted at Tilmanstone Spoil Tip (South) for development within Use Classes B1/B2/B8 provided:

- i) a comprehensive landscaping scheme is included;**
- ii) a survey of ground conditions is submitted;**
- iii) a survey and evaluation is carried out to determine the extent of any contamination and remedial measures proposed to ensure that development of the site does not pose a risk to human health or damage natural resources;**

Continued

- iv) **the design, including security matters such as fencing and lighting, respects the countryside location;**
- v) **the developer contributes to the cost of any off-site infrastructure improvements arising;**
- vi) **provision is made for access to the site by cyclists and pedestrians; and**
- vii) **levels of traffic generated are acceptable and do not give rise to demonstrable harm to road safety.**

Environmental Appraisal

The policy works towards the objectives of managing and enhancing habitats, species and landscapes, reducing pollution, recycling redundant resources, reducing the need to travel, providing alternatives to the car and locating development so as to enable the movement of freight by rail or water. The policy works against the Objective of concentrating investment at the urban areas.

Employment Uses in Town Centres

3.53 PPG13 advises that employment should be concentrated in town centres to increase the potential use of public transport. It allows journeys to be made for more than one purpose and so reduce the numbers of trips. Employment in town centres also offers the opportunity for people to travel by public transport, bicycle or on foot. The provision of offices can also help focus attention in town centres. However, care must be taken not to undermine the main function of shopping areas. Within the primary and secondary shopping frontages (see Policies SP1, 2, 5, 6 and 9), B1 uses will only be acceptable on upper floors. Elsewhere in town centres, B1 use will be acceptable on all floors.



Castle Street, Dover - a popular location for offices

Policy LE12

Within the Primary and Secondary Frontages of Dover and Deal town centres, and the Sandwich Town Centre Frontage, shown on the Proposals Map, B1 uses will only be permitted on upper floors. Elsewhere within Dover and Deal town centres such uses will be permitted on all floors.

Environmental Appraisal

The policy works toward the Objectives of reducing pollution, recycling resources, and reducing the need to travel. No Objectives are adversely affected.

Businesses in Residential Areas, Home-Based Working and Telecottages

3.54 Many small firms require lower cost premises which cannot be provided within purpose-built units. They, therefore, often occupy converted premises in residential areas. Sometimes this can cause conflict. Although the Council is anxious to support businesses and encourage mixed uses, it also wishes to protect the character and amenity of residential areas.

3.55 PPG13 supports home-working and provision of facilities for small groups of employees to work together locally. New technology and an increasing number of small businesses make working from home a more realistic option for many people. Working from home reduces the need to travel, can reduce the demand for resources as buildings may be multi-use, and increases activity during the day so deterring crime.

3.56 Home-working does not always require planning permission if the use does not change the overall character of the property from residential. Additionally, small-scale workshops/offices in a separate building within a curtilage can also provide for home-based working. People considering working from home should seek the advice of the Council as to whether planning permission is required. Any proposals must not be detrimental to residential amenity or traffic considerations. The Council, in conjunction with English Partnerships and the developer, have commissioned a study into a home-work complex at the Former Royal Marines School of Music, South Barracks.

3.57 Similarly telecottages can reduce the need to travel, provide employment premises for many people and companies, especially those who work part-time and do not wish to take up a lease on a whole building. Buildings in rural areas could be converted to such a use without harming residential amenity or causing traffic problems. Alternatively, new buildings could be provided.

3.58 Proposals for business in residential areas, home-based working and telecottages will be judged against the Plan's general policies on amenity and traffic. Where appropriate conditions or legal agreements will be used to control matters such as noise levels, working hours, the nature of the use and changes of occupier.

PORT AND PORT-RELATED DEVELOPMENT

Port of Dover

3.59 The port of Dover is the busiest ferry port in Europe and extremely important to the local economy. However, substantial amounts of traffic have been lost as a result of the opening of the Channel Tunnel. The early signs of this can be seen with the closure of Dover Marine railway station for passenger trains in September 1994.



Dover Eastern Docks

3.60 Dover Harbour Board (DHB) only requires planning permission for operational works within the harbour area where an environmental assessment would be required under the Town and Country Planning (Environmental Assessment and Permitted Development) Regulations 1995 (SI 1995/417). An environmental assessment will only be required if a proposed development is likely to have significant effects on the environment by virtue of factors such as their nature, size or location. Owing to the Port's sensitive location, it is appropriate that the Plan includes a policy setting out the requirements to achieve planning permission.

Policy LE13

Planning permission for port operational works within Dover Harbour which would have adverse environmental effects will only be permitted if:

- (i) it can be demonstrated that there is no acceptable alternative location; and**
- (ii) suitable mitigating measures are undertaken.**

Environmental Appraisal

The policy works towards the Objectives of re-using resources, concentrating investment at the urban areas and locating development so as to enable movement of freight by water. The effect of the policy on the Objectives relating to landscapes, habitats and species and the historic environment are unpredictable. No Objectives are adversely affected.

3.61 Outside the harbour planning permission is required. Structure Plan Policy P5 identifies a need for an inland site for port operational uses, over and above the guidelines set out in Structure Plan Policy ED1. The passenger and freight functions of the port of Dover will be supported and the Council considers that, should a further need for inland port operational uses arise, they can be accommodated at Old Park Barracks.

3.62 Structure Plan Policy ED3 makes provision in the Dover area for major distribution and transshipment uses to serve cross Channel road freight. The supporting text to Policy ED3 indicates that the guidelines include land for these port-related needs. Therefore, provision for such uses has been made in the allocations in Policy LE2.

Policy LE14

Proposals for port operational uses outside Dover Harbour will only be permitted at Old Park Barracks.

Environmental Appraisal

The policy works toward the Objectives of protecting the countryside, concentrating investment at the urban areas, minimising the need to travel and locating development so as to enable the movement of freight by water. No Objectives are adversely affected.

3.63 Land at Western Docks has become surplus to requirements (see Policies LE26 and AS7). The way in which the site is redeveloped will be important, given its location as a gateway to the town from the A20/M20 and the sea. The site benefits from having a rail link which could be exploited, possibly by using this area for a freight rail interchange. Policy P5 of the Kent Structure Plan sets out the principle of redevelopment at the Western Docks for alternative uses.

Land at Town Yard, Dover

3.64 Following the opening of the Channel Tunnel, train ferries no longer operate at the Western Docks. Policy P5 of the Kent Structure Plan provides the strategic context for the growth of port trade at Dover and for diversification of uses. Policy CA4 of the Construction Aggregates section of the Kent Minerals Local Plan provides for the use of the Western Docks for an aggregate wharf/depot. Land at Town Yard, currently occupied by rail sidings, offers the opportunity to develop a freight-rail interchange at the Western Docks.

3.65 The 'Rail Freight Access to Kent Ports' report by MDS Transmodal examined the prospects for future rail business to Kent ports, including Dover. The report sets out the potential for rail traffic to Dover and the environmental and commercial case for a switch to rail. With worsening road congestion and a shift in Government policy to rail travel it is essential that Dover maintains a rail link for future freight traffic. Land at Town Yard is ideally placed to offer the opportunity for a freight railhead. Consequently, land at Town Yard is safeguarded for future use as a freight interchange and port-related business including a rail corridor within the docks.

Policy LE15

Land at Town Yard including a rail corridor to the Docks, shown on Sheet 6 of the Proposals Map, is safeguarded for future use as a freight interchange and other port-related business.

Environmental Appraisal

The policy works towards the Objectives of reducing pollution, recycling redundant resources, concentrating investment in the urban areas, and enabling the movement of freight by rail or water. No Objectives are adversely affected.

Port Richborough

3.66 PPG13 encourages the carriage of freight by water rather than road. Richborough used to be a major port, although now much of the area has been redeveloped for other industrial uses. Proposals to serve the industrial areas to the north of Sandwich from the Stour will be considered. However, any further use may result in the need for dredging, which could damage the nature conservation interests in the area. Owing to the national and international importance of the area, nature conservation considerations will take priority and, if any damage would result, applications will be refused. The Port is adjacent to the Sandwich Bay to Hacklinge Marshes SSSI. The area of SSSI adjacent the Port is also a Ramsar site, a Special Protection Area and a candidate Special Area of Conservation (which are all of international importance). Under the Habitats Directive, the SAC is listed as a priority habitat. This means that development which would have a negative effect on the site can only be allowed for overriding reasons of human health and public safety or beneficial consequences of primary importance for the environment. Owing to the importance of the area for nature conservation, any development which would be likely to have significant effects on these interests will require the submission of an environmental assessment. Under the Town and Country Planning (General Development Procedure) Order 1995 the Council is required to consult English Nature on any development in or likely to affect a SSSI. In addition, English Nature have notified the Council, under the provisions of the Procedure Order that they may wish to be consulted on applications within 2 kilometres of the SSSI. Any proposals will also need to satisfy traffic considerations.

Policy LE16

Proposals to use the River Stour and Port Richborough for freight traffic will only be permitted if there is no adverse impact upon the Thanet and Sandwich Bay SPA/Ramsar site, the Sandwich Bay candidate SAC or the Sandwich Bay to Hacklinge Marshes SSSI.

Environmental Appraisal

The policy works toward the Objectives of protecting the countryside and moving freight by water. However, it works against the Objectives of concentrating development at the urban areas and reducing the need to travel.

Imported Car Storage

3.67 The large amount of roll-on roll-off traffic has in the past created pressures to accommodate the storage of imported cars. This use has typically required large areas of land, but generated relatively few jobs. With cars now being imported through the Channel Tunnel it is likely that these pressures will diminish. The Council is generally opposed to any new sites in the District, although relocation of existing uses to Snowdown Colliery, where use is made of the railway, will be allowed. Guidance on the re-use of sites at Ramsgate Road, Sandwich can be found in Chapter 15 (Policy AS14).

Policy LE17

Proposals for imported car storage will only be permitted if they relate to the relocation of firms already based in the District to Snowdown Colliery and the transportation of cars to and from the site is restricted to rail.

Environmental Appraisal

The policy works toward the Objectives of reducing pollution, recycling resources and locating development to enable the movement of freight by rail. The policy is contrary to the Objective of concentrating investment in urban areas. The effects on travel movement is unclear. There will be benefits in reducing freight movements, although workers will have to travel to the site.

RURAL AREAS

3.68 The District's rural area covers everywhere outside the urban boundaries of Dover and Deal. It includes the industrial areas to the north of Sandwich, some smaller industrial estates, agriculture, tourism uses and, in the past, the coalfield. The closure of the coalfield and decline in agricultural employment has led to the awarding of Rural Development Area status and funding of economic development initiatives in 13 wards and for part of Mongeham ward.

3.69 The rural area is undergoing structural economic changes. These changes mean there is a need to diversify the types of employment activity in rural areas (rural diversification) and the need for farmers to diversify into non-farming activities which supplement their farm incomes and maintain agriculture as the main land use (farm diversification). These are two distinct strands of rural policy.

Rural Diversification

3.70 One of the Government's aims for the countryside is to encourage economic activity in rural areas (see PPG7). Many uses are capable of being carried out in rural areas without harm to the environment. However, according to PPG7, the guiding principle is that development should benefit the rural economy and maintain or enhance the environment. Economic development in rural areas must complement the Plan's strategy in relation to concentrating development at the urban areas.



Once redundant building, converted to rural workshops

3.71 Structure Plan Policy ED5 makes provision for development which assists the agricultural and horticultural industry. This includes support for activities which help farm diversification. Structure Plan Policy RS4 allows for small-scale businesses at villages, while Policy RS5 makes provision for development in the countryside for activities related to agriculture and for the re-use of rural buildings.

3.72 Employment allocations in rural areas are considered in paragraphs 3.46-3.52 and in Chapter 15.

3.73 Criteria for new building in the countryside are set out in Chapter 5, and for development and design in Chapter 8. These ensure that the countryside is protected for its own sake. New buildings should be located within existing settlements, although employment uses on the edge will be considered where the scale and design is appropriate to the setting. Development must be in keeping with the size of the settlement. For this purpose, the Council will apply the rural settlement hierarchy set out in Policy HS3.

Policy LE18

In rural areas, proposals for new buildings within Use Classes B1/B2/B8 will be permitted provided they are:

- (i) located in, or adjoining, Sandwich or a village as defined in Policy HS3; and**
- (ii) consistent with the scale and setting of the settlement.**

Environmental Appraisal

The policy works toward the Objectives of protecting the historic environment, providing for development in rural settlements consistent with their size and function and reducing the need to travel. The policy would allow for energy generation from renewable developments, but other sites are more likely to be developed. The effect of the policy on redundant resources and investment patterns is uncertain. Whilst the policy is unlikely to undermine the concentration of resources at the urban areas, the policy does allow for such an eventuality. The policy works against the protection of the countryside by allowing development on the edge of settlements.

3.74 Policy LE18 sets out that new buildings for employment uses in rural areas should be located at or adjacent to villages. There are, however, instances where existing businesses in rural areas wish to expand on site. The on-site expansion of such businesses is supported provided any development is appropriate in scale and setting. Should a business outgrow its site then assistance would be given in finding an alternative location.

Policy LE19

The on-site expansion of existing businesses in rural areas, by way of extension or redevelopment, will be permitted provided it is:

- (i) within the existing site curtilage;**
- (ii) appropriate in scale and setting; and**
- (iii) any new buildings are grouped with existing development.**

Environmental Appraisal

The policy works towards the Objectives of allowing development in rural areas consistent with their size and function. No Objectives are adversely affected.

Conversion of Rural Buildings

3.75 PPG7 adopts a positive attitude toward the re-use and adaptation of rural buildings for new commercial and industrial uses. This is reflected in Structure Plan Policy RS5.

3.76 The re-use of existing buildings can help provide new job opportunities in rural areas. It also reduces the pressure for new buildings in the countryside and re-uses resources. The conversion of historic rural buildings to residential accommodation usually involves a change in character and, unless carefully controlled, the same can be true of conversions for holiday accommodation. Employment uses can often take place with little or no outward change to the appearance of buildings, however, outside storage associated with such uses can have a significant detrimental impact upon the setting of rural buildings. Where outside storage is proposed it will have to be sited and screened to minimise visual intrusion and its impact upon the setting of the building. Consequently, as an exception to restrictions on development in the countryside, the re-use of rural buildings for employment generating development (including telecottages) or tourism uses, including holiday accommodation where there is no conflict with conservation policies, may be allowed if buildings are in keeping with their landscape surroundings by virtue of their form, bulk and design, or can be made to be through the use of conditions. Annex G of PPG7 states that the local planning authority can impose conditions to secure an improvement to the external appearance of the building. Buildings should be structurally sound and not require substantial reconstruction.

3.77 Traffic can be a major problem with, for example, articulated vehicles and large vans using unsuitable narrow roads. Extra vehicle movements can also detract from the appearance of the countryside and parking and turning facilities can damage the setting of listed buildings and the countryside.

3.78 Rural buildings can provide important nesting and roosting sites for barn owls and bats. Where buildings contain such sites they should be protected in any conversion. Additionally, new roosting and

nesting sites can easily be accommodated when buildings are converted. Conversions should therefore make provision for new roosts and nesting sites.

3.79 The conversion of farm buildings to holiday accommodation can provide a useful source of income and provide a valuable source of visitor accommodation. Conditions will be imposed on applications approved for the conversion of buildings to holiday accommodation to prevent their permanent occupation. In flood risk areas, conditions will be imposed to ensure safety considerations are met (see Chapter 6).



Farm building converted to holiday accommodation

3.80 In rural areas, the conversion of redundant buildings for employment or tourism uses may qualify for grant aid from the Countryside Agency.

3.81 To prevent a proliferation of industrial buildings in the countryside where they would not otherwise have been permitted, the Council may remove permitted development rights to prevent the erection of further agricultural buildings where such conversions have been permitted.

Policy LE20

Proposals for the re-use of rural buildings for employment or tourism-related uses will be permitted provided:-

- (i) they are of permanent and substantial construction;**
- (ii) their form, bulk and design is, or can be made to be, in keeping with their surroundings;**
- (iii) the building, if outside village confines, is structurally sound and will not require major or complete reconstruction;**
- (iv) conversion or adaptation will not damage its character or setting; and**
- (v) provision is made for nesting boxes and roosts for barn owls and bats.**

Environmental Appraisal

The policy works toward the Objectives of managing and enhancing habitats/species, recycling redundant resources, protecting the historic environment, and minimising the need to travel. The policy could work against the Objective of concentrating investment at urban areas, although the effect is unlikely to be significant.

Farm Diversification

3.82 Agriculture is undergoing structural changes as a result of changes to the Common Agricultural Policy and GATT. Although agriculture will remain a major land use in rural areas, numbers employed will continue to decrease. These problems are recognised by the Government in PPG7, which encourages farm diversification. Structure Plan Policy ED5 supports development which will assist farm diversification.

3.83 The aim of farm diversification is to supplement farm incomes by providing additional non-agricultural sources of revenue, in order to maintain the viability of agricultural holdings and to diversify the rural economy generally. Farm diversification projects may be permitted as an exception to the general policies of countryside protection, which direct new employment uses to be located at villages (Policy

LE18) and can provide both full and part-time employment. In order to justify permission as an exception applications should be accompanied by a Farm Plan setting out how the proposal relates to securing the economic viability of the farming enterprise. Farm Plans can usefully support applications for farm diversification projects setting out how the proposal relates to securing the viability of the farming enterprise and setting out its environmental consequences. A Farm Plan need not be professionally prepared but is important in helping farmers demonstrate to the Council how their proposals are aimed at ensuring the continued viability of the farm. The Farm Plan should include:

- (a) basic farm profile indicating area, type, employees, history, current activities, soil type, current buildings, wildlife, woodland, hedgerows;
- (b) need for diversification outlining problems and future options;
- (c) details of the proposal such as which buildings will be used, how many jobs will be created, vehicle movements, parking arrangements, how the proposal fits in with future developments; and
- (d) implications of the proposal for the environment, the rural economy, securing the future viability of the farm and maintaining farming as the main land use.

In order that farm diversification schemes continue to supplement farm incomes any such uses must remain part of the farm. Where proposals relate to the conversion of buildings, Policy LE20 will also apply. Chapter 11 considers farm shops. Conditions may be imposed or a legal agreement sought to ensure that activities remain part of the farm.

Policy LE21

Proposals for farm diversification will be permitted where they would support farming as the main land use. Conditions may be imposed or a legal agreement sought to prevent the severance of the approved activit(y)ies from the farm.

Environmental Appraisal

The policy could allow for environmental improvements in rural areas, so contributing to the aim of protecting the countryside and enhancing landscapes/habitats, although the exact effect will depend on proposals that come forward. The policy is contrary to the Objectives of re-using redundant resources before new ones, and concentrating investment at the urban areas - although the effects are unlikely to be significant.

TOURISM

3.84 Tourism plays an important role in the local economy, providing an estimated 6,000 jobs. The Council promotes the District through the 'White Cliffs Country' campaign, which emphasises its famous coastline and rich heritage. Low key countryside tourism is also promoted through the White Cliffs Countryside Project.

3.85 The Council is particularly keen to encourage green tourism which:-

- (a) contributes to the environment;
- (b) promotes an understanding of the environment;
- (c) adopts visitor management techniques which mitigate the impact on the environment;
- (d) by its very nature, safeguards the environment; and
- (e) creates jobs.

3.86 The Council has been active in promoting green tourism through the White Cliffs Countryside Project (WCCP). The WCCP is a partnership among various public and private sector bodies, and is aimed at protecting and caring for the cliffs and countryside in Dover and Shepway Districts, and making them accessible to everyone. The WCCP demonstrates the standards that can be achieved through green tourism and has been nominated for national tourism awards.

Tourist Attractions

Strategic Facilities

3.87 Structure Plan Policy TO2 sets out the criteria that will apply to key strategic tourism facilities in East Kent. The supporting text indicates a need for one major facility. PPG13 states that major new attractions should be accessible by a variety of means of transport and local plans should concentrate facilities in town centres. Tourism developments in rural areas should be appropriate in location, scale, density and appearance to their surroundings, as set out in Structure Plan Policy RS1. This advice, combined with the high quality of the District's countryside, means that major attractions should be located in urban areas. The Council would be concerned about the environmental impact of a holiday village in its area. Policy LE22 applies to proposals of county-wide or greater significance

Policy LE22

New strategic tourist facilities will not be permitted:-

- (i) unless they are well-related to the primary transport network;**
- (ii) in the Area of Outstanding Natural Beauty, Undeveloped Coast or Heritage Coasts;**
- (iii) where nature conservation interests would be damaged;**
- (iv) where buildings or monuments of historic importance would be harmed;**
- (v) on the best and most versatile agricultural land;**
- (vi) unless they are acceptable in terms of traffic generation and travel demand.**

Environmental Appraisal

The policy sets out a more restrictive approach to strategic tourism sites than the Structure Plan, and therefore affords a higher level of protection to the countryside. The policy protects historic interests. The policy is contrary to the Objectives of re-using redundant resources, concentrating investment at urban areas and only allowing limited development in rural settlements. The policy requires strategic developments to be close to the primary transport network, however, this does not minimise the need to travel

Other Facilities

3.88 Tourism is a rapidly changing industry and acceptable projects, often small-scale, arise in response to market conditions. It is not always possible to identify specific sites for development. Therefore, the Plan not only allocates some development sites, but also adopts a general approach that provides the flexibility to deal with all eventualities.

3.89 Major new facilities, of less than county-wide importance, should be located at Dover, Deal and Sandwich unless, by its very nature, a rural location is required. Elsewhere, development which helps diversify economic activity in the rural area through the provision of small-scale facilities, that do not attract large vehicle movements, may be acceptable provided they are compatible with design, countryside and historic environment policies. On the coast, tourism development should be directed to urban areas to assist in regeneration and accord with Policy CO5. In rural areas, schemes for low key recreational uses, based on walking or cycling will be encouraged. At Dover and Deal, the built up area

corresponds to the urban confines on the Proposals Map. At Sandwich, it refers to the built area of the town, rather than the confines. Water-based recreation is considered in Chapter 12 and the provision of moorings in Chapter 6.

Policy LE23

New or improved tourist attractions will only be permitted within the built up areas of Dover, Deal or Sandwich provided they meet the Plan's environmental, built heritage and transport policies. In rural areas tourist facilities and attractions will be permitted provided they are appropriate in scale and location, demonstrate a high standard of design in sympathy with the local environment and landscape, and adopt visitor management techniques to mitigate any adverse environmental impacts.

Environmental Appraisal

The policy works toward the Objectives of protecting the countryside, enhancing habitats, re-using redundant resources, concentrating development at the urban areas, only allowing development in rural settlements consistent with their size and function and minimising the need for travel. No Objectives are adversely affected.

Dover

3.90 The major visitor attraction in the District is Dover Castle, which was visited by 310,000 people in 2000/2001. Attractions in the town include the Drop Redoubt, Western Heights, the Grand Shaft, Dover Museum, Maison Dieu, Old Town Gaol, the Roman Painted House, De Bradelei Wharf factory shopping centre and Crabble Corn Mill.

3.91 With the opening of the Channel Tunnel and changes in port business, the Western Docks has become available for redevelopment. This provides an opportunity for a variety of tourism uses to make a positive contribution to the regeneration of not only Dover, but the whole District. This has begun with conversion of part of the Western Docks Railway Station to a cruise terminal and the opening of the De Bradelei Wharf factory shopping centre in Cambridge Road. The recent construction and opening of a second cruise terminal has continued this theme.



Cruise ship at the Dover Cruise Terminal

3.92 Proposals for water-based recreation, which could help revitalise the town, are considered in Chapter 12. Elsewhere in Dover, development based on the area's heritage and high environmental quality would fit well with the emphasis on green tourism.

Broadlees Bottom, Dover Castle

3.93 English Heritage is seeking to improve the environment within and the visitor attractions at Dover Castle. In order to achieve this it wishes to convert the Officers' Mess to provide additional facilities which may include catering, display areas and conference facilities. To improve the environment of the Scheduled Ancient Monument, it is intended to relocate the existing car park outside the Castle walls to Broadlees Bottom. This will enable the existing car park to be restored to its original state. This may also provide the opportunity to provide an outdoor activities and display area.

3.94 The site at Broadlees Bottom is within the AONB and adjacent to a Site of Nature Conservation Interest (SNCI), whilst the Castle itself is a Scheduled Ancient Monument. PPG7 states that development in the AONB should favour the conservation of the natural beauty of the landscape. Policy HE5 prevents development which would adversely affect the setting of Scheduled Ancient Monuments. Accordingly, car parking will only be allowed if the design is of the highest standard and represents an overall improvement to the area. The scheme will be beneficial in removing the Tank Workshop and providing improvements by replacing existing sycamore trees with the planting of native broadleaved woodland. A comprehensive

management agreement will be needed covering, as appropriate, the regeneration of chalk grassland and the planting of native broadleaved woodland for screening. If landscaping is not of the highest standard planning permission will be refused. The Proposals Map also shows land safeguarded for road improvements related to the development. This will require junction improvements with the A258 and improvements to Guston Road. Relocating the car park would have the additional benefits of providing a spectacular entrance to the Castle through the Fitzwilliam Gate and also make the Bleriot Memorial more accessible. No other form of development would be acceptable at this site.

Policy LE24

Planning permission for the relocation of Dover Castle car park to the site shown on the Dover Inset and Sheet 6 of the Proposals Map will only be granted if:-

- (i) it is part of an overall scheme to improve the environment within Dover Castle, to facilitate visitor access to the Castle and accommodate increased visitor numbers;**
- (ii) parking is restricted to approximately two hundred car and twenty coach spaces;**
- (iii) provision is made for pedestrian and cycle access to the Castle, via Castle Gate Road;**
- (iv) the developer funds infrastructure works, on the land safeguarded on the Proposals Map, for improvements at the junction of the A258 and along Guston Road; and**
- (v) it represents a positive benefit for the Area of Outstanding Natural Beauty.**

Planning permission will be subject to a management agreement covering the regeneration of chalk grassland with native broadleaved woodland screening.

Environmental Appraisal

The policy supports the Objectives of managing and enhancing habitats, species and landscapes, recycling redundant resources, protecting the historic environment, and providing alternatives to the motor car. The policy works against the Objective of protecting the countryside.

Officers' Mess, Dover Castle

3.95 Dover Castle is the main visitor attraction in the District. The Officers' Mess is considered to have great potential for conversion to a high quality hotel and/or conference facility. Conference facilities are poorly provided for in the area and this scheme would enable such a market to be tapped. The Officers' Mess is within the Dover Castle Conservation Area. The Castle is also a Scheduled Ancient Monument. Therefore, any conversion and provision of car parking and servicing arrangements must be undertaken with great care.

Policy LE25

The Officers' Mess at Dover Castle is allocated for conversion to tourism uses.

Environmental Appraisal

The policy works towards the Objective of recycling redundant resources. The policy is contrary to concentrating investment in urban areas, though impacts are likely to be negligible given the proximity of the site to Dover urban area.

Western Docks Railway Station

3.96 The Station closed as the Channel Tunnel was coming into operation and the building, which was held on lease, reverted to its owner - Dover Harbour Board. The building is Grade II listed. Therefore, any proposals for its re-use must preserve the listed building, its setting, and its features of special architectural or historic interest.

3.97 Part of the building has been converted into a cruise liner terminal and part into associated temporary car parking. It is anticipated that part of the building may become surplus to this use and it is therefore appropriate to give specific guidance on the uses that would be acceptable, should it not be required for port operational use. The considerations remain the same as expressed in Policy SS5 of the Dover and Western Parishes Local Plan and, with minor updating, are carried forward in Policy LE26. The Council does not wish to prescribe uses, but rather will try to take a flexible approach. Uses which would complement the Council's tourism strategy, such as a museum/exhibition centre, would be particularly appropriate. There is, however, very little parking space associated with the building and access arrangements are poor. Any proposals would have to ensure that adequate provision is made.



Interior of the former Western Docks Railway Station

Policy LE26

The re-use of the former Dover Western Docks Railway Station for tourism-related uses will be permitted provided:

- (i) adequate parking space is provided;**
- (ii) access problems are resolved; and**
- (iii) any proposals preserve the listed building, its setting, and its features of special architectural or historic interest.**

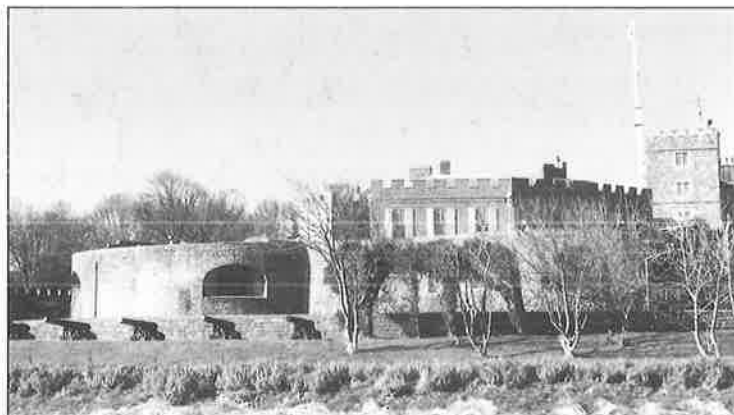
Environmental Appraisal

The policy supports the Objectives of re-using resources, protecting the historic environment and concentrating investment at the urban areas. No Objectives are adversely affected.

Deal

3.98 Deal and Walmer Castles are the main attractions. Others include the Timeball Tower, Maritime Museum, the Pier and Promenade. Deal is also popular for sea angling and sailing. It is the venue for the National Sea Angling Championship and in 1997 hosted the World Championship.

3.99 The town would benefit from the provision of further visitor accommodation. However, there are no current permissions for hotel development in the area.



Walmer Castle

Sandwich

3.100 Despite its great historic interest, Sandwich is under-developed as a tourism asset. For example, 95% of visitors stay less than one day and expenditure is therefore low. However, any future tourism development must be sensitive to the town's special environment or it could destroy the very features that make it of interest. A careful, managed approach is therefore essential.

3.101 In 1992, the District Council, among others, commissioned a study³ of the town's future. The study suggested that issues which needed to be addressed include:-

- (a) environmental improvements to the town centre, the riverside and the industrial areas to the north;
- (b) the need for a visitor centre, possibly at Guestling Mill;
- (c) the need for indoor tourism facilities, including the possible conversion of St. Mary's Church to an exhibition centre; and
- (d) more eating establishments.

3.102 Any tourism development at Sandwich needs to be carefully considered. Should works be proposed in the vicinity of the Quayside, this will only be permitted if there would be no damage to nature conservation or historic environment interests. The scope for converting Guestling Mill to a visitor centre has been lost with its conversion into flats. There is, however, still scope to implement some of the other ideas on land to the rear of Guestling Mill, known as Jesus Quay. In particular:

- (a) small-scale craft workshops and a craft centre;
- (b) a visitor interpretation centre;
- (c) a nature conservation centre for the Gazen Salts Nature Reserve;
- (d) an exhibition centre; and
- (e) a restaurant/cafe.

3.103 The site is in a conservation area and adjacent the River Stour and development will need to be sensitive to this setting. The Gazen Salts Recreation Ground and Nature Reserve have also been designated as a Green Wedge. This open space provides an important area linking Sandwich to wet grazing lands across the river. It should be maintained and any new recreation facilities on the playing fields would not be acceptable. Public car parking should be provided in the vicinity of Jesus Quay and Strand Street making it available for use in conjunction with the conversion of St Mary's Church

Policy LE27

Planning permission will be granted for small-scale tourism uses and craft workshops on land at and adjacent to Jesus Quay provided:

- (i) **any new buildings are located with the existing buildings to the rear of Guestling Mill;**
- (ii) **the proposals preserve or enhance the character of the Sandwich Walled Town Conservation Area;**
- (iii) **there would be no adverse effects on the Gazen Salts Nature Reserve;**
- (iv) **the setting of the Green Wedge is maintained;**

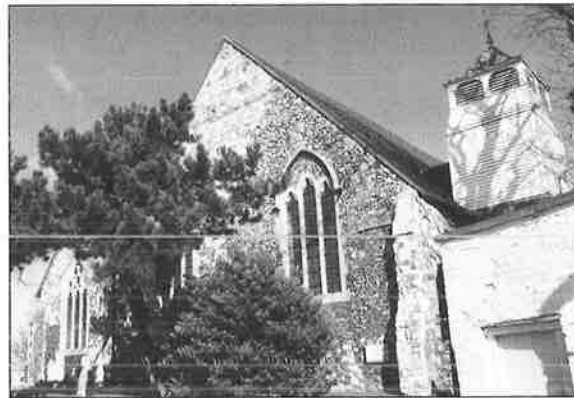
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- (v) **pedestrian links are provided via Strand Street to the town centre; and**
- (vi) **parking is provided to serve these uses and St Mary's Church.**

Environmental Appraisal

The policy supports the Objectives of protecting the countryside and historic environment, only allowing for development at rural settlements consistent with their size and function and making provision for alternatives to the car. The policy is contrary to the Objective of concentrating investment at the urban areas, although it is unlikely that the effects will be significant.

3.104 Opposite Jesus Quay is St. Mary's Church. This is Grade A listed, but no longer used as a church. It has been identified as being suitable for conversion to provide an exhibition centre and events venue, provided there would be no adverse effects upon the character or setting of the building. Parking and other facilities required for the conversion could be accommodated within the allocation at Jesus Quay.



St. Mary's Church, Sandwich

Policy LE28

Planning permission will be granted for the conversion of St. Mary's Church, Sandwich to an exhibition centre and events venue provided it would preserve the building, its setting and features of special architectural and historic interest.

Environmental Appraisal

The policy works positively towards the Objectives of recycling resources, and protecting the historic environment and providing for proven needs at rural settlements. No Objectives are adversely affected.

Tourist Accommodation

Serviced Accommodation

3.105 Serviced accommodation includes hotels, guest houses, and bed and breakfast. Motels provide primarily for transit traffic and are therefore considered under roadside services in Chapter 4. Guest houses are an important source of visitor accommodation in the District. Proposals to upgrade the quality of guest houses will be encouraged. In its brochures and Tourist Information Centres the Council promotes those establishments conforming to the English Tourist Board's Crown, RAC and AA classification schemes. The District could benefit from more good quality serviced accommodation.

3.106 To encourage people to stay longer in East Kent, the range and quality of accommodation should be increased. PPG21 (Annex A) states that there is no special reason to apply less demanding policies to new hotels than other types of development in the countryside. Given this Plan's policies of concentrating development at Dover, Deal and Sandwich, and the high quality of the rural environment, it is not

considered appropriate for new hotels to be located outside the built up areas of Dover, Deal or Sandwich. Serviced accommodation provided as extensions to pubs or existing hotels, or as conversions of rural buildings could, however, make a contribution towards providing new accommodation and rural diversification such proposals are covered by policies LE19, LE20 and LE21.

Policy LE29

New hotels will only be permitted within the built up areas of Dover, Deal, Sandwich or the villages as defined in Policy HS3. Elsewhere, only extensions to existing serviced accommodation will be permitted. In all cases the proposed development must be of an appropriate scale and meet the Plan's environmental, amenity, built heritage and transport policies.

Environmental Appraisal

The policy supports the Objectives of protecting the countryside, concentrating investment at the urban areas. No Objectives are adversely affected.

3.107 Potential exists for new hotels in the Western Docks and St. James's Area redevelopments (see also Chapter 15).

Deal

3.108 At December 2001 there were no outstanding permissions for hotel accommodation in Deal. Policy LE20 supports the principle of converting rural buildings to visitor accommodation and LE29 the principle of new accommodation.

Sandwich

3.109 In order to capitalise on the tourism potential of Sandwich, visitor accommodation is needed to encourage day visitors to stay longer and attract others to the area. However, additional accommodation is likely to be needed across the market range. Policy LE20 supports the principle of converting rural buildings to visitor accommodation and LE29 the principle of new accommodation in Sandwich.

Self Catering Accommodation

3.110 Self catering accommodation makes a significant contribution to the stock of holiday premises. It takes the form of cottages for rent, second/holiday homes, apartments, converted farm buildings, camping, caravan and chalet sites. Proposals for the re-use of rural buildings for holiday accommodation are considered by Policy LE20. In flood risk areas, occupation will be restricted by Policy WE8.

Camping and Caravans

3.111 Large volumes of passenger traffic travelling to and from Dover mean pressure can arise for sites for touring caravans. With minor exceptions, caravan sites require planning permission and a site licence. Use of land for camping enjoys permitted development rights for up to 28 days under certain circumstances and does not require a site licence (see Annex B, PPG21). Static caravan sites are very intrusive in visual terms. Because of the high quality of the countryside, the Council will only permit new sites or major extensions in exceptional circumstances.

3.112 Structure Plan Policy TO3 states that proposals for touring caravans should be well related to the primary transport network and either the ports or major visitor attractions. However, much of the countryside in the District is covered by landscape and nature conservation designations of national importance. In addition to its intrinsic value, the countryside is a visitor resource which needs very careful management. Camping and touring caravan sites can be particularly intrusive features in the landscape and great care is needed in their siting and landscaping. Should such sites be proposed in flood risk areas, their occupation will be restricted by conditions (see Policy WE8).

Policy LE30

New or major extensions to camping, static or touring caravan sites will only be permitted if:-

- (i) they are well-related to the primary transport network;**
- (ii) they are not located in the Area of Outstanding Natural Beauty or on the Heritage or undeveloped coast; and**
- (iii) they include an appropriate comprehensive landscaping scheme.**

Environmental Appraisal

The policy supports the Objectives of protecting the countryside, enhancing habitats and minimising the need to travel. No Objectives are adversely affected.

Static Caravans and Holiday Chalets

3.113 Structure Plan Policy TO4 provides for the up-grading of static caravan and holiday chalets. The Council will generally encourage the conversion of static caravan sites to holiday chalets where schemes would involve a significant improvement in the appearance of the site through new landscaping and other visual improvements, and in its effect on the landscape.

Policy LE31

Holiday chalet sites will only be permitted where it is for the conversion of static caravan to holiday chalets and would bring about a significant improvement in terms of:-

- (i) the impact of the site on the landscape; and**
- (ii) the appearance of the site and facilities offered.**

Environmental Appraisal

The policy supports the Objectives of protecting the countryside, enhancing habitats and recycling resources. The policy does, however, allow for investment away from the urban areas.

REFERENCES

¹Kent Impact Study 1991 Review

²Unemployment Change in Kent: July 2001, Kent County Council (figures are not seasonally adjusted)

³Sandwich looks forward: a strategic plan for the 21st century, URBED 1992

Chapter Four

**TRANSPORT AND
TELECOMMUNICATIONS**

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TRANSPORT AND TELECOMMUNICATIONS

INTRODUCTION

4.01 The relationship between transport and planning is central to the development of a sustainable settlement pattern, in which the need to use the car for activities, such as shopping and work, is reduced. The Government has recognised this in its planning advice, particularly in PPG13 and in the White Paper 'A New Deal for Transport: Better for Everyone' which introduces the requirement to prepare local transport plans. The Government also aims to integrate transport policy and decision making with the planning system. The planning system is to have the lead role.

4.02 This new approach is radically different from the way in which transport issues have been traditionally viewed. Traffic pollution does pose a direct threat to peoples' health and contributes to global warming. In addition, road-building is not the main answer to congestion. The Department for Transport, Local Government and the Regions (DTLR) now accepts that many of the arguments increasingly heard against policies to accommodate road traffic growth are valid.

4.03 The implications would appear to be far reaching. In the long term, it is likely that there will need to be a fundamental shift in the present way of life, with dependence on the car being much less than it is now. Increases in fuel prices may well make reliance on the car uneconomic and this will affect personal choices, such as where to live in relation to work.

4.04 At present, most people would consider giving up their car an unacceptable restriction on their freedom. Public opinion is not going to shift from this position unless other choices, involving more sustainable forms of transport (such as public transport, cycling and walking), are made attractive and motorists bear the environmental cost of their actions. Such a shift will not be brought about without major Government intervention.

4.05 This Plan has the difficult task of reconciling the reality of the current state of opinion with the sustainable objectives placed on it by PPG13 and in the Government's White Paper 'A New Deal for Transport: Better for Everyone'. It must also look forward to 2006 when, quite conceivably, government action and public opinion may have changed significantly. This chapter, therefore, must do what it can to stop the existing situation from deteriorating and, as far as possible, enable these far-reaching changes in transport policy to take place in the District.

4.06 The topic of telecommunications is also considered in this chapter, because of its potential for reducing the need to travel. The transport and telecommunications implications for the expansion of Aylesham are considered in Chapter 14.

Existing Situation

4.07 The strategic position of Dover town has resulted in it being a focus for communications between Britain and the rest of Europe. Today, the port handles more passengers and freight vehicles than any other in Europe. The town and port are also served by two mainline rail routes and two trunk roads. This results in strategic travel, connected with the port, and local travel. The Council has little influence over the building and use of strategic roads, which are the responsibility of the Highways Agency. However, even though the strategic road network minimises the impact of port-related traffic on the town, the effects of this traffic on local people and the environment,



Traffic leaving Dover Eastern Docks

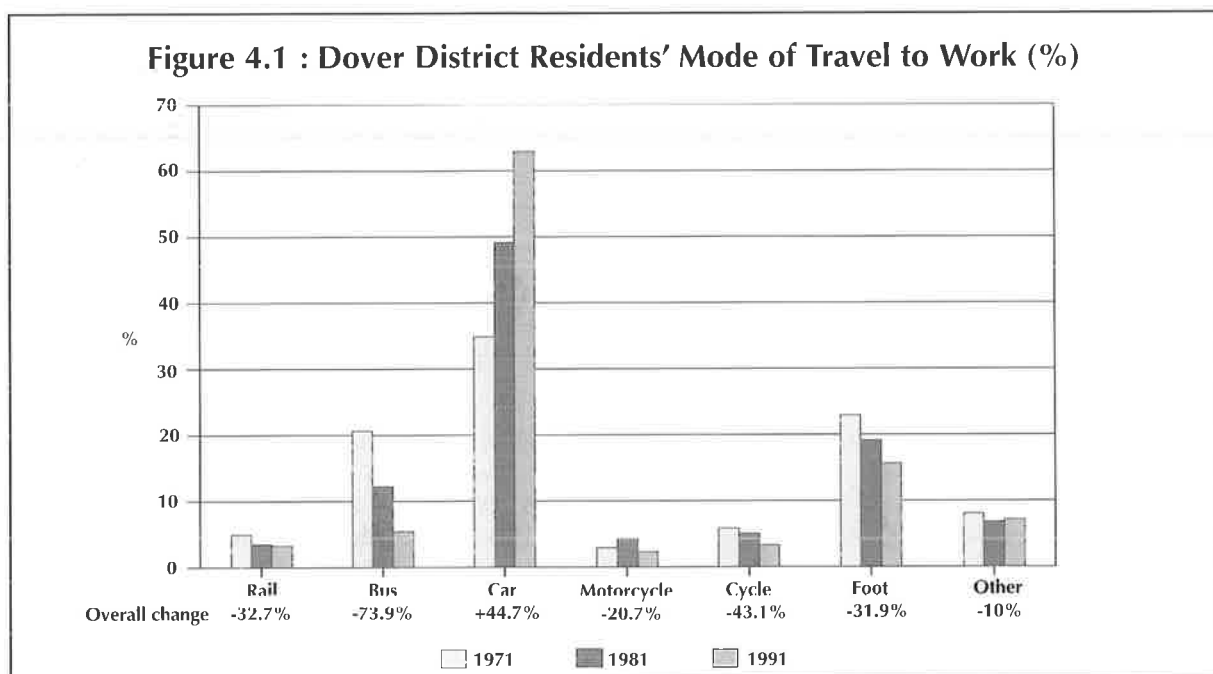
through congestion, noise, pollution, etc, are of concern to the Plan.

4.08 The District contains an extensive road network, which is being upgraded to fulfil its strategic function. Road traffic accidents in the District are around the County average, at four accidents per 1,000 population (1993 figures). About three quarters of these occur in the urban areas. Water transport centres on the port of Dover, although there are some commercial traffic uses at Port Richborough on the River Stour. The river is also used by pleasure-craft.

4.09 The rail network provides two mainline routes to London, serving 9 stations within the District. These allow for local as well as long distance journeys. In addition, bus services connect all the District's major settlements although cost, routes and timetabling do not make them a popular method of transport for those with access to a car.

4.10 There is a growing network of special facilities for cyclists. Recreational walking is well served by an extensive network of rural rights of way, which includes sections of the North Downs Way and Saxon Shore Way. Pedestrians are generally not given priority in urban areas, although parts of Dover and Deal town centres are pedestrianised.

4.11 Although there is no comprehensive information on how people travel in the District, the Census records how the District's residents travel to work. Figure 4.1 shows that, apart from the car, all methods of travelling to work are in decline.



Source: OPCS Census of Population 197, 1981 and 1991

Note: 1971 Figures include some parishes which are now in Thanet District. These have not been desegregated as it is considered that they do not significantly bias the figures which are concerned with proportions rather than totals.

Note: Car includes drivers and passengers

4.12 Between 1980 and 1991 road traffic in both Dover and Kent increased by about 70%. Although this increase is from a low base, it is well above the national average (49%). While Dover and Kent's figures will have been influenced by increases in port related traffic, the overall growth is of such a size that it cannot all be attributable to this and increased car use for commuting. It is, therefore, probable that the trends shown in Figure 4.1 have been repeated for other types of local trips.

4.13 Current predictions indicate that these trends are set to continue. The DTLR predicts that, by 2013, road traffic is likely to grow nationally by some 40-70%. It also expects car ownership in the District to increase by between 25% and 34% from 1996 to 2011.

4.14 The road-building programme (see paragraphs 4.29-36) in the District will resolve some environmental and safety problems by accommodating part of this growth. However, this growth may, to some extent, be offset by strategic traffic being diverted away from the Port to the Channel Tunnel. Eurotunnel estimated that between 1987 and 2013, cross-Channel traffic would grow by 183%, and that

the Tunnel would attract about 75% of all cars, 66% of coaches and 33% of goods vehicles. Current indications suggest that total cross Channel growth will be as predicted but that the likely split is less clear.

4.15 There are important differences between the urban and rural areas. The 1991 Census revealed that, in the District, 41% of households in urban areas do not have access to a car, compared to 20% for households in the rural area. People living in the rural area generally have less choice over how they can travel; bus and rail services do not cover all areas and walking or cycling is often not viable. The result is that the rural population is more car dependent. The Census also showed that the District's households have the second lowest level of access to a car in the County. This indicates that the District has above average potential for increases in the ownership and use of cars, particularly if the local economy improves. However, it also provides an opportunity to create more effective alternatives to private car use before the District reaches the congestion and pollution levels experienced elsewhere.

4.16 In line with national trends, the District displays very high unsustainable trends in travel. The use of non and less polluting forms of transport is declining in favour of private motor vehicles, and disproportionate investment is continuing to be made in road-building. The County Council has carried out some schemes to reduce accidents, calm motor traffic and improve conditions for pedestrians, such as at Melbourne Avenue, Dover, London Road, Sholden and Mill Hill, Deal. However, these have been developed as a response to individual problems, such as its accident reduction strategy.



Heavy traffic, Dover town centre

Applying the Plan's Aims and Objectives

4.17 The thrust of Aim 1 (especially Objectives 10-15) is to ensure that provision is made for safe and attractive alternatives to the motor car, while managing the use and environmental impact of cars. Major new developments should be served by a range of means of transport and traffic generated pollution should be controlled. Good transport systems are essential to the economic objectives of Aim 2. In accordance with Aim 3, transport policy should seek to ensure that the environment is generally accessible to everyone and that, wherever possible, a choice of means of transport is available. In addition, particular expertise and imagination will be required of development proposals in the interests of good design.

Transport Strategy

4.18 Based on the Aims and Objectives and the existing situation, the Plan's Transport Strategy seeks to:-

- (a) locate new development where it can be served by a choice of travel options;
- (b) increasingly manage, rather than meet, the demand for private car travel, particularly in the urban areas;
- (c) improve and increase facilities for buses, trains, taxis/hire cars, cycling and walking, especially in urban areas;
- (d) improve accessibility for the disabled;
- (e) reduce the average annual number of road accident casualties, at least in line with the national target of a 30% reduction from 1981-85 level;

- (f) reduce and prevent speed related crashes and casualties through the introduction of traffic calming and slow speed environments;
- (g) help ensure that road traffic generated pollution is not higher at the end of the Plan Period than at present and, if possible, lower;
- (h) improve accessibility in rural areas; and
- (i) to locate major generators of travel demand in existing urban centres accessible by means other than the private car.

4.19 Although the Plan will play its part, the success of this strategy is largely dependent on public opinion, the decisions of public transport operators and government action (see paragraph 4.04). In addition, the full support of the County Council, as the Highway Authority, is required. To ensure that Planning and Highway Authorities work together, the Government has made it clear that transport policies and proposals should be developed through Structure and Local Plans.

4.20 The role of a Transport Plan (a non-statutory plan produced by the Highway Authority) is to amplify the Structure Plan's policies and set out a programme of action. Funding for individual schemes identified is sought through bids made to the DTLR. The County Council can also fund non capital schemes. Maintenance works and financial support for public transport are funded from the County Council's revenue sources.

4.21 As recommended by PPG13, both the Structure Plan and Transport Plan commit the County Council to producing Urban Transport Strategies in conjunction with the District Councils. These are non statutory documents, based on planning policies. They consider, and try to resolve, the transport problems of individual urban areas in a comprehensive way. They will be used to justify bids made through the Transport Policies and Programme for funding specific schemes. The Local Plan establishes the principle of the need for particular transport related schemes, which the Strategy for the District will then develop in detail. The County Council and District Council have jointly approved the Urban Transport Strategy for the towns of Dover, Deal and Sandwich. This will be kept under regular review.

INFLUENCING THE NEED FOR AND MEANS OF TRAVEL

4.22 The location of development directly affects the amount and method of travel. For example, if high traffic generating uses (such as offices, large shops, manufacturing and leisure) are located on or beyond the edge of a town, next to a main road and away from rail and bus services, it will encourage car use. If, however, they are located in, or close to, a town centre (where there is a range of transport options) there would be much more opportunity for people to use public transport, walk or cycle instead. This latter approach is more sustainable and, to be successful, needs to be reinforced by a range of complementary traffic management and parking policies. Some locations could be made suitable for high traffic generating uses if, as part of a development, provision is made for a range of travel options. Off-site works and/or commuted payments will usually be sought. This approach will be particularly relevant for the redevelopment of sites in urban areas. Elsewhere in the District, the cumulative traffic impact of small scale development, such as small housing developments, can be significant given the necessary dependence on the car in the rural area. When the location of development in the countryside is justified under other development plan policies, for example, an agricultural worker's dwelling, affordable housing, or employment development, the travel generated by that development will be accepted. However, when proposed development is not in accordance with such locational policies, travel generation will also provide grounds for refusal through Policy TR1.

4.23 The type of traffic associated with a development should also influence location. Typically, warehouse and distribution uses generate a lot of heavy goods vehicles, but employ few people and attract few visitors. These characteristics indicate that an appropriate location would be towards the edge of an urban area, close to primary or secondary roads but, if possible, also where there is potential to be served by rail and ship. Such considerations are promoted in PPG13 and, to some extent, are reflected in the Structure Plan, especially Policy S7.

4.24 When traffic generation is an issue, the relevant Highway Authority may ask for a traffic impact assessment to be provided as part of a planning application. The Council would expect such an

assessment to follow the Institution of Highways and Transportation's recommended methodology, as referred to in Annex C to PPG13. An assessment of development proposals which would significantly increase travel will need to include a green transport plan. It should also be noted that traffic levels likely to be generated by proposed development will be considered in relation to their cumulative impact on the transport networks.

Policy TR1

Development which would generate travel will not be permitted outside the urban areas and village confines unless justified by development plan policies. Development which would generate high levels of travel will only be permitted within the urban areas in locations which are, or can be made to be, well served by an appropriate range of means of transport, subject to access and traffic management considerations.

Environmental Appraisal

The policy strongly supports the Objectives of reducing pollution, recycling redundant resources, concentrating investment in urban areas, limiting development in rural areas, minimising the need to travel, providing for more sustainable forms of transport, and encouraging freight to use rail and water transport. No Objectives are adversely affected.

ROAD HIERARCHY, DEVELOPMENT AND ACCESS

4.25 Individual roads within the highway network are designed for a particular purpose and classified by the Highway Authority, accordingly. Outside the urban area, the most important routes are classified as primary, secondary and local. Local routes are divided into 'B' class roads and 'others'. Within the urban areas, roads are classified as primary, district, and local distributors, and access roads. This classification is described in detail in the Transport Plan for Kent. All the proposed classified routes are shown on the Local Plan Road Hierarchy Map. Roads which are not shown on this Map are considered to be access roads.

4.26 Structure Plan Policies T18 and T19 provide a framework for considering the effect which proposed development would have on the highway system. Policy T18 seeks to ensure that development, which is likely to significantly increase traffic (particularly heavy goods vehicles), is well related to the rail and road primary or secondary route networks. In implementing this, Policy T19 seeks to avoid a proliferation, or increased use, of accesses onto the primary and secondary road network. Any such development should be accessed by a suitable local road. Exceptional circumstances will be needed to justify development which involves the construction of new accesses onto the primary or secondary route network. In addition, all development affecting the trunk road network will need to comply with DoT Circular 4/88.

4.27 Some developments may attract so much traffic that this would exceed the capacity of the existing transport infrastructure. In such cases, the Council will not grant planning permission unless (and assuming all other aspects of the scheme are acceptable) it is satisfied that sufficient improvements to the infrastructure will be provided as part of the development. The Council will seek a legal agreement with the developer to ensure that any such improvements are carried out before the development is in use. The measures may relate to roads, traffic management, traffic calming, public transport, or facilities for pedestrians and cyclists. To implement such an agreement, the developer may have to enter into separate agreements with the relevant Highway Authority and public transport operator, as appropriate.

Policy TR2

The Council adopts the road hierarchy shown on the Road Hierarchy Map. Proposals for development will not be permitted unless they are to be served by an appropriate road network and an acceptable access arrangement, including facilities for cyclists and pedestrians. When a proposed development would wholly or substantially give rise to the need for transport measures, the Council will not grant permission unless the developer first enters into a legal agreement to secure the provision of the measures.

Environmental Appraisal

The policy helps minimise the need to travel and encourages more sustainable forms of transport. It may also support the reduction of pollution, but the extent of this is uncertain. No Objectives are adversely affected.

4.28 Within a site, each part of a development must be accessible by a highway which is of a standard acceptable to the Highway Authority. The highway should make provision for access by motor vehicles, pedestrians and cyclists. PPG13 states that pedestrians and cyclists should be encouraged and better provided for in developments. Such provision should provide a safe, convenient and pleasant environment for them. This applies equally to facilities provided in accordance with Policy TR2. PPG13 also gives examples of how this can be achieved, while 'Design Bulletin 32' (published jointly by the former Departments of Environment and Transport) highlights the opportunities for traffic calmed and speed restrained development. Development, which would be served by a minor access road, need not provide separated facilities if a shared surface is used.

Policy TR3

Proposals for development which require the construction of a new highway will not be permitted unless they make safe and convenient provision for motor vehicles, pedestrians and cyclists, including traffic calming and speed restraint measures, where appropriate.

Environmental Appraisal

The policy supports the use of more sustainable forms of transport and possibly also the reduction in pollution. No Objectives are adversely affected.

ROAD CONSTRUCTION AND IMPROVEMENTS

4.29 The County Council's Local Transport Plan for Kent 2001/02 includes a major scheme within Dover District - the A256 Corridor Scheme. The A256 scheme involves upgrading the road to dual carriageway from the Pfizer roundabout northwards to the vicinity of the Richborough Power Station and includes dedicated facilities for bus and cycle use. A southern access road is also proposed to link the A256 with the Sandwich Industrial Park. The A2/A260 was identified as the secondary route to the Channel Tunnel including a bypass for Denton. Whilst it is not in any current funding programme, the District Council believes that the future growth of cross Channel traffic including a possible 2nd Fixed Link may well justify such a scheme and will therefore keep the issue under review.

4.30 The County Council's programme includes a scheme to improve Coombe Valley Road, Dover in the vicinity of the railway bridge. This scheme, which seeks to improve a very substandard access to the largest hospital in the District and the second largest concentration of employment in Dover, also has the strong support of the District Council. However, it is a longstanding scheme and unlikely to proceed without a major contribution from the District Council and Railtrack.

4.31 The Highways Agency is proposing a scheme to dual most of the remaining single carriageway sections of the A2 between Lydden Hill and Dover. The Highways Agency's preferred option has been published for public consultation and it has issued a safeguarding line to protect the option of an online improvement. It is Council policy to support this scheme. However, it is uncertain when the scheme will be implemented. Notwithstanding this, the



Single carriageway section of the A2

safeguarding is extant and it is, therefore, shown on the Proposals Map.

4.32 With regard to the proposed expansion of Aylesham (Policies AY1 and AY2), land needed for road improvements beyond the Development Area is within Canterbury City Council's area. It falls to the Canterbury District Local Plan to make provision for safeguarding (see also Chapter 14).

Policy TR4

Land is safeguarded on the Proposals Map for the construction of:-

- (i) the A2 dualling, Lydden Hill to the Duke of York roundabout, Dover; and**
- (ii) the A256 Scheme, Sandwich.**

Environmental Appraisal

The Objectives of protecting the countryside, reducing pollution, protecting habitats, recycling redundant land, protecting the historic environment, concentrating investment in urban areas and encouraging alternatives to the motor car are significantly undermined by the road schemes identified. No Objectives are supported by the policy.

4.33 Although current District Council policy is strongly in favour of the principle of a bypass around Wingham (A257) and improvements to the Dover to Deal road (A258), on the grounds of benefits to the local environment, residential amenity and road safety, the County Council has no proposals for such schemes. However, should schemes be proposed during the Plan Period they will need to be examined through a review of the Plan, or judged against Policy TR5.

4.34 Policy TR5 sets out the District Council's policy for assessing all new road schemes. When a road scheme relates to a primary route, Policy TR5 should be read in conjunction with Structure Plan Policy T5. Although it is Council policy to support the principle of all roads currently proposed by the Highways Agency or County Council, it will, in all cases, seek to minimise harm to countryside and other recognised planning interests through careful selection of the alignment, appropriate and extensive landscaping, and the use of high quality materials. It will also seek provision for cyclists and pedestrians to be made as part of these schemes.

Policy TR5

Permission for road improvement schemes will be granted providing:-

- (i) they represent the best viable environmental option;**
- (ii) the alignment minimises, and whenever possible avoids, visual and noise intrusion, severance and the demolition of property;**
- (iii) the detailed design minimises visual harm and loss of habitat;**
- (iv) provision is made for cyclists and pedestrians;**
- (v) in the case of non-strategic routes, need can be demonstrated; and**
- (vi) they improve road safety.**

Environmental Appraisal

The Objectives of protecting the countryside and habitats, reducing pollution, recycling redundant land, protecting the historic environment, concentrating future investment in urban areas and encouraging alternatives to the car are significantly undermined by the policy. No Objectives are supported by the policy.

4.35 In the 1970s, the County Council proposed a North Deal Distributor road. The scheme was subsequently abandoned although, from time to time, the concept has been raised when planning applications have been considered. The County Council does not consider the scheme to be justified in cost terms and it is consequently not in the road building programme.

4.36 Although there is some local support for this road, as a solution to Deal's traffic problems, caution is needed. A new road could bring major pressure for development and, at the very best, would transfer existing traffic problems from North to West Deal. The Plan does not propose any land allocations which would warrant the construction of such a road. Rather, it proposes that traffic problems in Deal are best resolved through management measures.

ROADSIDE SERVICES

4.37 Roadside service facilities are designed and sited to serve the needs of road users, although they may also provide a secondary service to local people. A proposal is considered as a roadside service by an assessment of the degree to which it would cater for road users other than local residents.

4.38 It is desirable to provide for a level of services which allows road users adequate opportunities for refuelling, rest and refreshment. Policy guidance is provided by the DoT Circular 4/88 in relation to services on trunk roads and trunk motorways, and by the County Council through Structure Plan Policy T6 for primary routes.

4.39 Circular 4/88 advises that fuel, refreshment, toilet and parking facilities should be available on all-purpose trunk roads at intervals of between about 12-25 miles, depending upon the character of the road and planning constraints. Within the District, this advice applies to the A2 and A20. The Council considers that this advice should also apply to the remainder of the primary road network, although intervals should be at the upper end of the range. The Council has undertaken a study of roadside service provision on the District's primary roads¹. The study categorised services into the following groups:-

- (a) Group A (informal) - layby with or without a picnic area, telephone and toilets;
- (b) Group B (standard) - petrol filling station, cafe/restaurant, pub, accommodation, toilets and telephone; and
- (c) Group C (major) - one site providing re-fuelling for cars and HGVs, rest, refreshment and possibly accommodation.

4.40 The study concluded that there are no deficiencies in any category which warrant new sites to be identified in the Plan. The Council will only grant permission for additions and extensions to existing service areas if it can be shown that there is an identifiable need for extra services (taking into account existing provision, traffic forecasts and road users' needs) and that the location is acceptable in relation to spacing, countryside and access considerations. The Council will resist proposals for Group B and C services on secondary and local roads, on the grounds that they would attract traffic away from the primary roads and undermine their function.



Roadside services, A2 Dover

Policy TR6

Proposals for roadside services involving new sites will not be permitted. Proposals for additions and extensions to existing facilities on primary roads will be permitted provided that they would serve an identifiable need and that the location is acceptable in relation to spacing, countryside and access considerations. Only informal (Group A) services will be permitted on secondary and local roads.

Environmental Appraisal

There is a weak relationship between the policy and the Objectives. However, the policy does support countryside protection and, to a lesser extent, recycling redundant resources. The policy is contrary to the Objective of directing investment to urban areas.

4.41 Some existing facilities, especially laybys, have been poorly designed and maintained. This can cause visual intrusion and, along the primary route network, gives a poor image of the District to visitors. In such instances, the Council will encourage the environmental enhancement of existing provision.

VEHICLE AND CYCLE PARKING STANDARDS

4.42 Development which would attract vehicles must make adequate provision for on-site parking and developers are recommended to seek early discussions with the Council on this matter. The County Council's Vehicle Parking Standards will be used as a basis for assessing maximum provision. PPG13 recommends that parking requirements can be reduced for areas which have good access to other means of travel than the private car, and that developers should not be required to provide more parking than they wish, unless there are road safety, traffic management or amenity reasons to do so. PPG13 encourages the use of commuted payments as a means of helping to fund improvements to public transport, cycling and walking.

4.43 The Council also wishes to ensure that appropriate and convenient parking for the disabled is provided, and access arrangements, such as shopmobility schemes, encouraged.

4.44 The Council considers that the approach in PPG13 is more consistent with the Plan's Aims and Objectives. Therefore, where less parking than the County Council standard can be provided without causing harm to road safety, traffic management or amenity, the District Council will be prepared to permit development. In some instances, such as when the required parking provision cannot be met fully or wholly on site, the Council may permit development provided that a commuted payment is made by the developer to the Council. The payment will be equal to the cost of constructing the spaces which the developer would not have to provide. The payment will be used as a contribution towards identified schemes, implementing the Plan's proposals for assisting public transport, walking and cycling. Should such commuted payments not be committed to an identified scheme within 5 years, the amount will be repaid to the developer with any interest accrued. When reduced parking is appropriate, the Council will aim to keep provision as close to the operational minimum as possible.

4.45 The Council considers that each proposal should be assessed in the light of its individual circumstances and does not, therefore, propose specific local parking standards except in relation to cycle parking. Secure cycle parking will be required throughout the District, in accordance with the standards set out in Appendix 1. In addition, the Council will review the need to extend on-street parking restrictions to complement this parking policy. Vehicle parking standards will be reviewed and adopted as supplementary guidance.

Policy TR7

Development which would attract vehicles will not be permitted unless provision is made for cycle parking in accordance with the standards set out in Appendix 1 and for on-site vehicle parking. It may be agreed to provide less vehicle parking than the maximum required provided

Continued

there would be no harm to road safety or traffic management. Where appropriate, developers may make commuted payments to the Council for improvements to facilities for pedestrians, cyclists, public transport or public parking equal to the cost of constructing the spaces which it is agreed not to be provided. When reduced vehicle parking standards are appropriate, the Council will seek provision to be made as close to the operational minimum as possible.

Environmental Appraisal

The policy supports the provision of alternatives to the car. It also supports the reduction of pollution, although the extent is uncertain. No Objectives are adversely affected.

4.46 It is important that any parking, which is provided as part of town centre or edge-of-centre retail development, is managed in a way which encourages customers to, wherever possible, combine a trip to that development with other town centre shopping. This would avoid the need for the customer to have to drive to another car park. Additionally, the retail car parking should also include provision for general public use. Such an arrangement has the dual benefit of supporting the functioning of the town centre and maximising the use of parking spaces. The Council will, therefore, seek an agreement with the developer as to the scale of provision and subsequent management of the parking facility.

Policy TR8

The provision of car parking to serve town centre or edge-of-centre retail developments should include car parking for general public use to assist the functioning of the town centre. In such situations the Council will seek an agreement with the developer as to the scale of provision and subsequent management of all of the parking facility.

Environmental Appraisal

The policy supports the Objective of encouraging alternatives to the car. It also supports the reduction of pollution, although the extent is uncertain. No Objectives are adversely affected.

Vehicle Parking

4.47 The Council has undertaken a comprehensive survey of parking in Dover, Deal, Sandwich and some of the larger villages and an outline parking policy is now finalised for Dover, Deal and Sandwich. The policy will be reviewed on an on-going basis and amended where appropriate.

4.48 The Council has supported decriminalising on-street parking and control has now been passed from the Police to the Council. The comprehensive parking survey and decriminalisation of on-street parking have provided the basis for the following vehicle parking policy indications:-

- (a) the pace of change in recent years shows that it will not be possible to accurately predict the need for parking over the Plan Period and, consequently, parking policies will need to be sufficiently flexible to allow response to changing situations without the need for major review;
- (b) dedicated long-stay tourist parking should be provided in town centres;
- (c) long-stay parking should generally be located on the periphery of the town centres, but in a way which does not adversely affect residential amenity;
- (d) short-stay parking should continue to be located as close to the town centres as possible, in sufficient quantity to allow the car borne shopper and others easy access to town centre services;

- (e) all car parking should be appropriately signed and convenient to the identified need and readily accessible to minimise congestion and abortive search journeys;
- (f) there will be a need for increased control to allow more on-street parking for residents, particularly in or adjoining the centres of Dover, Deal and Sandwich; and
- (g) the general problem of illegal on-street parking will be controlled by the decriminalisation regime operated by the Council.

4.49 Although the Council has yet to take a comprehensive view on the adequacy and location of public parking, there is a possibility that additional parking will be needed in Dover during the Plan Period, particularly if any of the temporary car parks come out of use. The Dover and Western Parishes Local Plan allocated a site for a 950 space multi-storey car park at Russell Street. In view of the uncertainties over the number of spaces which will be needed, and over funding, it is considered that the continued allocation of this site cannot be justified. However, the issue of public parking provision will need to be addressed in any proposals for the redevelopment of the St. James's Area - see Policy AS9.

4.50 The car parking situation in Deal will require monitoring prior to the Council considering additional public car parking for Deal. This approach is consistent with the 'Parking Strategy Study for Dover, Deal and Sandwich' which concluded that demand for parking in Deal is close to actual provision. The Council will reconsider the provision of parking in Deal as part of the review of the Plan.

4.51 In recent years, the Council has undertaken environmental enhancement schemes on a number of car parks. This is in line with PPG6, which indicates that town centres should provide an adequate level of good quality and well managed car parks.

CYCLING

4.52 Government advice, especially PPG13, and Structure Plan Policies T1 and T11 are supportive of cycling. The National Cycling Strategy issued in July 1996 contains the key strategic objective of increasing cycle use. The central target is to "double the number of trips by cycle (on 1996 figures) by the end of 2002 and to quadruple the number of trips by cycle (on 1996 figures) by the end of 2012". Cycling is a healthy and pollution free method of travel, which also reduces traffic congestion, noise and energy consumption. This is especially the case with certain types of journey such as short regular trips to work, shops or school (nationally 60% of car trips are under 5 miles long), and longer ones for leisure purposes. Information on cycle ownership and use in the District is limited. Consequently, the Council, in conjunction with the County Council, will carry out periodic surveys to ensure effective use of the limited resources available for cycling.



Lack of cycling facilities can result in conflict

4.53 The Council considers that there is enormous potential to increase the amount of cycling. In recent years, substantial cycling facilities have been provided in the District. Purpose built cycleways include routes between Union Street and Aycliffe, Dover, between Sholden and Burgess Green and between Whitfield and Sandwich. Some Regional Routes have been introduced for leisure cycling and public cycle racks in appropriate locations throughout the District. Additionally, the National Cycle Route has been provided in various locations in the District. There is an urgent need to develop and extend a network of safe cycle routes, for all categories of user, including the possibility of spinal cycle routes in Dover and Deal, and to provide comprehensive facilities for cycle parking.

4.54 The Plan will help achieve this through proposing cycle routes and requiring new development to make provision for cycling. Such provision includes direct construction of cycleways (Policies TR2 and 3), and the provision of secure cycle parking and commuted payments (Policy TR7).

4.55 Cycle routes can be created through a combination of measures. Some routes might involve the construction of a cycleway on land either within, or beyond, the limits of highways, while others could be created by setting aside part of an existing carriageway solely for cyclists or where space allows by designating footways for shared pedestrian/cycle use. In addition, cycling can be made safer by appropriate traffic management measures and highway maintenance. The Council, in line with the advice in PPG13, considers that cycle routes should not be isolated from all other activity. The exception to this is sections of the long distance coastal route.

4.56 The Council has prepared a Cycling Action Plan, which identifies routes and cycle parking requirements across the District. The routes have been chosen to fit at least one of the following criteria:-

- (a) work, business and shopping journeys;
- (b) school journeys;
- (c) tourism journeys; and
- (d) leisure journeys.

4.57 It is considered that the following routes, shown on the Proposals Map, will be provided during the Plan Period, subject to a range of funding sources coming forward:-

- (a) National Cycle Route; Dover Eastern Docks to Langdon Cliffs (National Trust site), Coastguard Access Road, including shared use Wellington Promenade and Deal Promenade;
- (b) Farthingloe to Dover;
- (c) Capel-le-Ferne to West Hougham (link to Regional Route 17);
- (d) River to Dover town centre and Maine Parade via Crabble Meadow, Riverside Walk, Charlton Green and Maison Dieu Road;
- (e) Dover to Whitfield, via Park Hill, Old Park Hill, Old Park Barracks and Sandwich Road;
- (f) Dover to Eastry, via Green Lane, Whitfield and Sandwich Road;
- (g) Dover to Deal, via Guston, East Langdon, Martin and Coldblow;
- (h) Walmer Station to Deal town centre and The Marina, via Sydney Road, Court Road, Telegraph Road and Gladstone Road;
- (i) Sholden to Deal town centre and The Marina, via Church Lane, Church Path and link to Western Road and West Street;
- (j) Sandwich to Ramsgate, via A256, Access Road (connecting A256 and Sandwich Industrial Estate) and Ramsgate Road; and
- (k) Eastry to Sholden, via West Street and Finglesham.



Section of National Cycle Route at Langdon Cliffs

4.58 Some tourism related routes and facilities will be provided as part of the Council's Tourism and Economic Development role. Cycling can be an excellent way to enjoy the countryside and also a good way of introducing people to cycling for their everyday transport needs. A scheme has been adopted to encourage employees to cycle to Pfizer and provide cycle parking facilities in Sandwich. As other resources become available during the Plan Period, the remaining identified cycling infrastructure will be provided. New development may also bring forward opportunities to expand the cycle network further. For example, the development of remaining land at the former Tilmanstone Colliery is likely to involve the creation of a cycle track to Elvington along Burgess Hill.

Policy TR9

The Council, in conjunction with the Highway Authority, will seek the provision of the cycle routes shown on the Proposals Map and the safeguarding of routes which lie outside the limits of existing highways.

Environmental Appraisal

The policy strongly supports the Objectives of reducing pollution and encouraging alternatives to the car. It only partly supports countryside protection, as some countryside may be required for cycling provision. On the other hand, this will be less than that required to meet the needs of motorists. The Objective of concentrating investment in the urban areas is only partially supported. No Objectives are adversely affected.

WALKING

4.59 Walking has similar benefits as cycling in improving peoples' health and reducing traffic pollution, congestion and the demand for more roads. The Census shows (see Figure 4.1) that, over the last 20 years, the proportion of people in the District who walk to work has dropped by almost one third. However, the Council's retail study² showed that walking is still a very popular way for people to get to both Dover and Deal town centres. In addition, part of most car and public transport journeys involve walking.

4.60 There is a clear need for comprehensive information about the amount and purpose of walking undertaken by the District's population. The Council will carry out surveys in conjunction with the County Council to establish this. It will then consider where the potential for increased walking lies and draw up proposals, accordingly.

4.61 In the meantime, the Plan aims to promote walking by ensuring that new roads and development incorporate safe and convenient provision for pedestrians (Policies TR1, 2 and 3). In addition, the Plan identifies a network of Major Footpaths in Dover, Deal and Sandwich. The Riverside Walk, Dover is currently fragmented and proposed sections can only be created by building over the river or through redevelopment. In the latter case, the Council will consider using its Compulsory Purchase Powers if developers are not willing to make provision at the time of redevelopment.

4.62 Urban footpaths will be safeguarded from development and opportunities will be sought for enhancement or extension of the existing network when sites are being developed.



Rope Walk, Sandwich

Policy TR10

The following major urban footpaths shown on the Proposals Map will be safeguarded:-

- (i) **DOVER** - Priory Steps, Tower Steps, Priory Hill, Tower Hamlets Road; Biggin Street to Maison Dieu Road; Dieu Stone Lane, Harold Passage, Zigzag Path, Connaught Road; Road to Connaught Hill; Napier Road, Astley Avenue, Old Roman Road; Godwyne Road, Connaught Road; Redstones Path; Riverside Walk;
- (ii) **DEAL** - Sandown Road to Canute Road; Canute Road, Ethelbert Road, Godwyn Road; Cannon Street to Northwall Road; St. Patrick's Close to West Street; Garden Walk; West Street to High Street; St. Patrick's Road to West Street; South Court, Middle Street, Crown Court; Bridgeside to London Road; Church Path (Sections Between Manor Road and Bridgeside); Sutherland Road; Tar Path; Middle Deal Road to Church Path; Dola Avenue; Church Lane; Church Lane to Delane Road; Church Path to Park Avenue; Manor Road to London Road; Leas Road to Mill Road; Charles Road to Mill Road; Bowser Close to Patterson Close; Glack Road to St. Martin's Road; St. Martin's Road to Elizabeth Carter Avenue; St. Martin's Road to St. Richard's Road; Downs Road to Salisbury Road; Salisbury Road to Church Street; Mayers Road to Station Road; Church Street to Neville Gardens; Salisbury Road to Dover Road; Meryl Gardens to Dover Road; Church Path, the Shrubbery; Dover Road to Newlands Drive; Alfred Row;
- (iii) **SANDWICH** - Jubilee Road housing area to Woodnesborough Road; Black Lane; Burch Avenue to Fordwich Place; Honfleur Road to Fordwich Place; the Butts, Rope Walk, Mill Wall, the Bulwark; St. George's Lees, Mill Wall; St George's Road, Mill Wall; Pondicherry Alley; Pillory Lane, Fisherman's Wharf; Three Kings Yard to St Peter's Street; Seven Post Alley to Market Street; Market Street to King Street; Holy Ghost Alley; Rope Walk to Whitefriars Meadow; Richborough Road to Strand Street via Gallows Field.

Environmental Appraisal

The policy strongly supports the reduction of pollution and providing alternatives to the car. No Objectives are adversely affected

4.63 The District contains an extensive network of statutory footpaths, most of which is found in the rural area. This includes byways and sections of the North Downs Way and Saxon Shoreway long distance paths. Some of these rights of way are also bridleways. Other rights of way include roads used as public paths (RUPPs) and unsurfaced unclassified county roads.

4.64 Circular 2/93 provides guidance on public rights of way and development and expresses the view that the effect of development on rights of way is a material planning consideration. The grant of planning permission does not entitle developers to obstruct a right of way. A separate procedure exists for making an order to stop up and divert rights of way and the grant of planning permission does not imply that such an order will be made or confirmed. Development can affect rights of way in two respects. It could reduce the amenity value of the way, whilst keeping the way intact, or, it could sever the way and cause it to be diverted. Applicants should in the first place, try to design their proposals in a way which would avoid any loss of amenity. If applications do not incorporate such design measures they will be sought by the Council. When diversion of a right of way would be necessary, the Council will wish to establish whether a new line for the route can be provided and whether its amenity value would be similar to that of the existing. Amenity is a term which covers factors such as, the attractiveness, convenience and safety of a route, and the accessibility of an area. Structure Plan Policy SR3 provides for the general protection of the rights of way network, whilst Policy TR11 provides a complimentary, more detailed policy framework for assessing development proposals.

Policy TR11

Planning permission will not be granted for development affecting any public right of way unless the proposal includes either the retention or the diversion of that public right of way to a route no less attractive, safe and convenient for public use.

Environmental Appraisal

The policy supports the Objectives of countryside protection, pollution reduction, the protection of the historic environment and providing alternatives to the car. No Objectives are adversely affected.

BUS

4.65 Nationally, bus services are increasing but the number of passengers are falling. The decrease is due to reduced use of local, rather than long distance, services. Information on bus usage in the District is not available as this is considered to be commercially sensitive by the bus companies. However, the Census shows that, for journeys to work, the national trend is borne out.

4.66 Bus services currently serve the vast majority of settlements in the District. The Council considers that bus use should increase over the Plan Period. Most potential for increasing use lies in encouraging an increase in the use of local services, especially in the urban areas. Growth in urban and rural areas depend on the same requirements, namely:-

- (a) more stable services geared to needs of passengers;
- (b) high quality vehicles and pleasant waiting areas;
- (c) attractive ticketing schemes;
- (d) good passenger information; and
- (e) traffic management measures designed to help buses.

4.67 The Council can also help to influence bus usage through granting concessionary fares, improving waiting facilities and encouraging the Highway Authority to introduce traffic management schemes, which give priority to buses. The Council does operate a concessionary token scheme, which can also be used for trains and taxis, and will continue to do so. The Council will also consider ways in which the scheme could be widened.

4.68 In relation to waiting facilities, the Council has carried out improvements, such as in Pencester Road, Dover, and improved bus shelters in rural and suburban areas. The District Council is undertaking a survey of bus waiting facilities in Dover, Deal and Sandwich and a programme of improved shelter facilities is being implemented. Traffic management schemes incorporating bus priority measures are considered in paragraphs 4.76-80.



Bus waiting facilities, Pencester Road, Dover

TAXI AND PRIVATE HIRE CAR

4.69 Taxis and hire cars are an extremely flexible form of public transport. They can be particularly useful for people who do not have access to a car. They are also potentially important in encouraging car owners not to use their car for trips into town centres. The Council will continue to encourage taxi use through providing taxi ranks in town centres. Wherever possible, pick up bays will be required outside new shops. The specific needs of taxis will also be considered in traffic management schemes.

RAIL

4.70 Within the District, the rail network connects the main centres of population via 9 stations. Dover Priory is the principal station, with services in the following three directions:-

- (a) London via Folkestone and Ashford;
- (b) London via Canterbury and Faversham; and
- (c) Ramsgate via Deal and Sandwich.

4.71 The line of the Channel Tunnel Rail Link (CTRL) to Ashford has now been approved and is under construction. The Council expects rail operators to provide new rolling stock and maximise the use of rail in the Folkestone, Dover, Ashford area. The Council will also seek to protect existing stations and request the relevant railway companies to investigate the provision of additional halts at:-

- (a) Coombe Valley/St Radigunds;
- (b) Buckland (Winnant Way);
- (c) Buckland (Mayfield Road/Napier Road);
- (d) Lower Walmer (Hamilton Road);
- (e) Sandwich (Moat Sole);
- (f) Sandwich (Ash Road); and
- (g) Sandwich (Richborough).

4.72 Land at Richborough Power Station, some of which falls within the District, is safeguarded for the Channel Tunnel Rail Link as required by the Safeguarding Directions of the Secretary of State for Transport. It provides access to sidings, in Thanet District, which may be needed for storage of ballast during construction of the CTRL.

Policy TR12

Land at Richborough Power Station, shown on Sheet 2 of the Proposals Map, is safeguarded for rail development associated with the Channel Tunnel Rail Link.

Environmental Appraisal

The policy supports rail freight, the use of redundant resources and the reduction of pollution, but the extent of these is unknown. No Objectives are adversely affected.

4.73 Planning has limited influence over the railway system. Structure Plan Policies T8 and T9 are supportive of development which would improve the quality of rail services and encourage freight to be moved by rail, but these are only of relevance if such proposals are made. The main way in which planning can support railways is through location policies which ensure that major travel generating development is accessible by train. This aspect is covered in Policy TR1.

WATERWAYS AND SHIPPING

4.74 The District contains the internationally important Trust Port of Dover and small scale facilities at Port Richborough, on the River Stour. PPG13 encourages the use of shipping, especially for freight movement, and the Council is fully supportive of this. Port development is considered in Chapter 3.

ACCESS TO FACILITIES

4.75 The 1991 Census indicates that almost 13,000 people in the District have a limiting long-term illness and that a quarter of all households contain such a person. Access within buildings is considered in Chapter 8. However, before anyone can enter a building they have to get to it, and the design of streets, town centres and public transport can make this difficult, especially for those who are mobility impaired, or have a pram or pushchair. This can be achieved by avoiding unnecessary street furniture (to reduce obstructions for the blind) and providing crossing points with dropped kerbs or flush carriageways. Such works are controlled by the Highway rather than the Planning Authority. The Council will ensure that these issues are taken into account by the relevant Highway Authority.

TRAFFIC MANAGEMENT

4.76 Traffic management is a general term used to cover a range of measures, including pedestrianisation, bus priority, and traffic calming schemes. Such measures can be used to, among other things:-

- (a) optimise road space in order to limit traffic congestion and reduce the need for additional highway construction;
- (b) improve road safety;
- (c) reduce the impact of vehicular traffic, in terms of the amount of noise, disturbance, air pollution and physical severance created;
- (d) provide a safe and pleasant environment for other forms of travel than the car, especially for pedestrians and cyclists; and
- (e) make residential areas and town centres more attractive, by limiting through traffic and reducing vehicular speeds in appropriate circumstances.

4.77 Traffic management schemes have a very important part to play in supporting the Plan's transport policies. Such schemes are, by their very nature, often reactive to situations. Consequently, it is not either possible or desirable for the Plan to anticipate circumstances and set down a full programme of schemes. The Urban Transport Strategy will consider the need for, and content of, such schemes in more detail and has the benefit that it can be reviewed more regularly than the Plan.

4.78 The following schemes are currently programmed to take place during the Plan Period:-

- (a) traffic calming in St Radigunds, Dover;
- (b) traffic calming in Middle Deal Road, Deal;
- (c) traffic management in Tower Hamlets, Dover;
- (d) traffic management in Shepherdswell and Eythorne;
- (e) traffic management in Alkham;
- (f) traffic management in Folkestone Road, Dover; and
- (g) traffic management in Wingham.

4.79 Other schemes could include Queen Street, Deal, where a secondary distributor road crosses the primary shopping area. In addition, the Council's retail study identified the need to examine further traffic management measures in Dover Town Centre (see Chapter 11). Although traffic management is a very useful tool, particular care is required when schemes are proposed in, or would affect the setting of, conservation areas. In any event, the County Council should liaise closely with affected landowners, the community and the District Council on the development of such schemes so that all known planning constraints are considered from the outset.

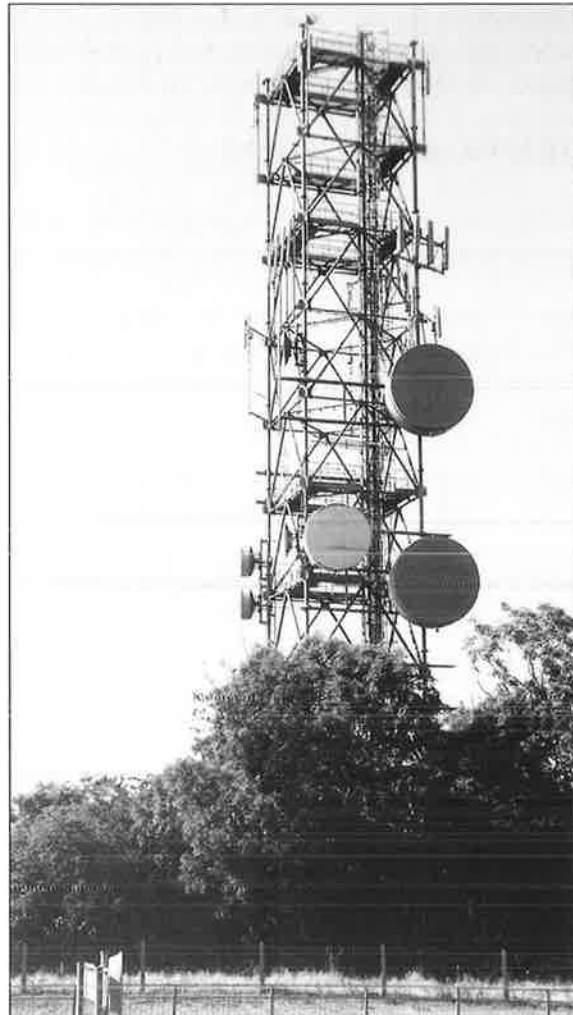
4.80 The Council, in conjunction with the Highways Authority, will ensure that the most effective and efficient use is made of the existing road network in terms of road safety, traffic capacity and environmental conditions. Where appropriate, traffic management schemes will be implemented subject to funding priorities.

TELECOMMUNICATIONS

4.81 The technology of telecommunications is developing at a fast pace and is providing potential for reducing the need for travel both in terms of journeys to work, teleworking from home (see Chapter 3) and the transfer of information electronically, which reduces the need to transport documents physically.

4.82 Some small scale telecommunications development, such as domestic antenna, does not need planning permission. For other types of development which do require permission, national planning advice is given in PPG8. The PPG advises planning authorities to respond positively to telecommunications proposals and not to question the need for the service or to seek to prevent competition between competitors. However, the PPG recognises that the visual effect of telecommunications equipment can cause harm, especially in designated areas, and must be taken into account. There may be occasions, though, when other benefits, such as reducing the need to travel, may outweigh such harm.

4.83 Structure Plan Policy T21 requires local plans to make provision for the development of telecommunications facilities. In the absence of any identified needs, the Plan does not allocate any sites for telecommunications installations. However, it is considered that general policy guidance is needed to deal with any major proposals which may arise, and smaller scale and domestic installations.



Telecommunications mast, Whitfield

4.84 The District contains a rich built heritage and landscapes and wildlife habitats of national and countywide importance, which may well make accommodating telecommunications needs particularly difficult. Some small developments may not need planning permission but, in other cases, the Council will seek to ensure that any damage to the environment is avoided or minimised.

4.85 The Council appreciates that technical considerations are often an important factor in determining siting and design of masts and apparatus, but is also concerned that policies to protect the environment are not compromised. When such conflict arises, the Council will seek to ensure that proposals incorporate all practicable design measures, including landscaping, to reduce the impacts. If, after incorporating such measures, the development would still cause harm, the Council will consider whether there is a case for setting aside normal planning considerations. This would only be justified if all other alternatives, such as resiting and sharing existing facilities, have been exhausted and there is a wider technical or legal requirement for a telecommunications facility which outweighs the need to protect the environment. When considering mast sharing the Council will bear in mind that the visual effect of one heavily used large tower may be greater than an additional smaller structure. In order to prevent future dereliction, the Council will impose a restoration condition on permissions for telecommunications development which is likely to have a limited lifespan, is located in a sensitive area and/or is unlikely to be reusable for an alternative purpose.

4.86 In general, the Council will only seek to approve details where such apparatus is to be sited within an Area of Outstanding Natural Beauty (AONB), a conservation area or a Site of Special Scientific Interest

(SSSI). Where proposals adjoin such designated areas, prior approval will not be sought unless appraisal indicates that the visual impact would, exceptionally, warrant such action. Wherever possible and subject to operational requirements, masts should be located on commercial premises, where a building's bulk helps to reduce visual impact.

4.87 In some instances, domestic satellite television antennas benefit from permitted development rights, provided they are sited to minimise visual impact. Where this has not been achieved, the Council may take action to require a more satisfactory solution. In a conservation area or an AONB, planning permission is required for a satellite dish on a front elevation, including a chimney or roof slope. Listed Building Consent will be required for a dish on any part of a listed building. The former Department of the Environment's 'A Householder's Planning Guide for the Installation of Satellite Television Dishes' provides detailed guidance.

Policy TR13

Proposals for telecommunications development will be permitted provided:-

- (i) there is no conflict with policies to protect the environment; or**
- (ii) when such conflict does occur it has been reduced to acceptable levels through design measures; or**
- (iii) when such conflict cannot be resolved through design measures there are no practicable alternatives, such as resiting or mast sharing, and there is a technical or legal requirement for a telecommunications facility which outweighs that to protect the environment.**

Environmental Appraisal

The policy supports the Objective of minimising the need to travel, but the extent of its impact is not clear. It undermines the Objectives of protecting the countryside and habitats, and reducing pollution, while the impact on the historic environment is unknown. Improving the performance of this policy in relation to the Objectives is difficult given existing Government Advice.

REFERENCES

¹Roadside Service Provision in Dover District, 1994

²Dover District Council Retail Study, Erdman Lewis, 1994

Chapter Five

COUNTRYSIDE

Chapter Five

COUNTRYSIDE

INTRODUCTION

5.01 Countryside covers most of the District and is a valuable natural resource of outstanding quality, internationally recognised and protected by many designations. These include an Area of Outstanding Natural Beauty, Heritage Coasts, Special Areas of Conservation, a Special Protection Area and Ramsar site, Sites of Special Scientific Interest, National Nature Reserves and a Local Nature Reserve. In the countryside, farming is the dominant activity, with much of the agricultural land among the best and most versatile. Economically, agriculture and rural tourism make a small but important contribution to the number and range of jobs available in the District.

Existing Situation

5.02 The southern two thirds of the District are part of the North Downs 'natural area' (see Figure 5.1) a landscape of rolling chalk hills, escarpments and, in the main, dry valleys. The 'White Cliffs of Dover' international landmark and gateway to the continent - are in the south east corner of the District, where the downland meets the coast. The District contains some 626 Ha (1,547 acres) of unimproved chalk downland, a rich ecological resource supporting a number of rare species.

5.03 In the north, the downland gives way to the flat open landscape of the northern levels, the Lower Stour Valley and Sandwich/Pegwell Bay. The landscape of this part of the North Kent Plain 'natural area' (see Figure 5.1) is largely due to the Isle of Thanet becoming part of the mainland through falling sea levels, river silting and the draining of marshland for cultivation. This area has great nature conservation interest, which includes the last valley fen in South East England, some 280 km. (174 miles) of dykes and drainage ditches, an intertidal habitat of international importance, and dune and coastal grassland.

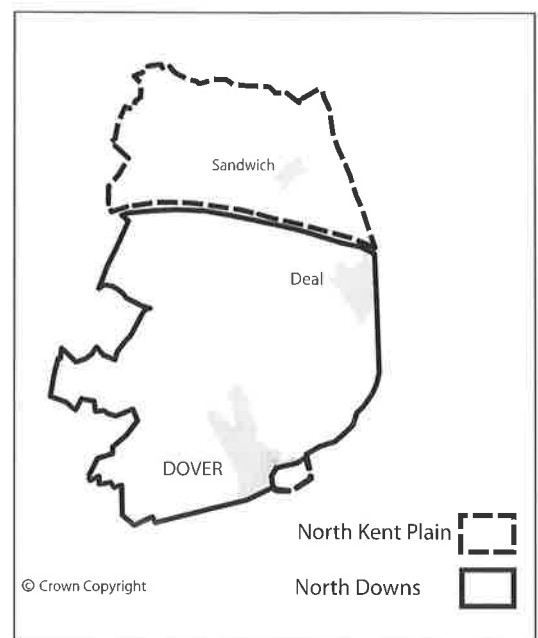


Figure 5.1 - English Nature's, Natural Areas

5.04 Despite the recognition and protection given to them, landscapes and wildlife habitats are under threat from development and changes in agricultural practice. The Council has been faced with some very difficult choices, particularly in relation to allocating sites for employment and the proposed expansion of Aylesham. In addition, there is private sector pressure for development in the rural area, particularly for dwellings, despite strong countryside protection policies. Finally, current changes in European agricultural policy, particularly set-aside and a decline in farm incomes, have led to a growing interest in farm diversification schemes. Such schemes may not always be compatible with other countryside interests.

5.05 The Plan's strategy is to concentrate and to direct development to the urban areas and through the policies of this chapter to give priority to the protection of the District's scenic and wildlife resources. Development in the countryside away from existing settlements or areas allocated for development in the Plan is to be strictly controlled.

Applying the Plan's Aims and Objectives

5.06 The countryside is an irreplaceable and non-renewable resource in that, by and large, its loss to development is permanent. In line with Aim 1 and Objectives 1 and 2, this resource needs to be conserved, its quality protected and development only allowed where it would benefit economic activity and maintain or enhance the natural environment. Economic and accessibility issues (Aims 2 and 3) are considered in Chapters 3 and 12, respectively.

Countryside Strategy

5.07 Based on Aim 1, the Plan's Countryside Strategy will minimise the loss of countryside and seek to:-

- (a) protect and enhance the character of the local landscape;
- (b) protect all ecosystems and maintain biodiversity;
- (c) create new sites for nature conservation;
- (d) maintain the regenerative and productive capacity of the land; and
- (e) restore areas which are degraded or polluted.

The economic and social well-being of a rural area is considered elsewhere in the Plan.

5.08 While the planning system will do as much as its powers allow, it cannot bring about a sustainable countryside on its own. Others - especially the Department of the Environment, Food and Rural Affairs (DEFRA), landowners and farmers - have far greater influence and must play their part in achieving a more sustainable countryside. For example, DEFRA offer assistance to farmers to reconcile agricultural and environmental objectives through a combination of guidance and financial incentives. Advice in the form of leaflets, demonstrations and personal on-farm visits is provided to encourage farmers to employ good practice and environmental care. To complement this, there are economic incentives to encourage farmers to manage their land in a way that delivers particular environmental benefits eg the Countryside Stewardship Scheme. As well as DEFRA, a variety of other agencies, such as the Countryside Agency and Forestry Authority, offer assistance to landowners to provide environmental benefits.



The countryside a resource to be protected

5.09 To date, protecting the countryside has meant that the most important areas are covered by various agricultural, landscape or nature conservation designations. Although countryside protection will continue to play a major role, a sustainable approach requires a more integrated stewardship strategy, which protects and manages the whole resource. Such an approach is very new and, given the existing legal framework, this Plan can only apply it in a limited way to management issues.

5.10 The District's coast and countryside has great scenic quality and much of it is protected by national, countywide and local landscape designations. It is also to be safeguarded for its own sake in line with the PPG7 guidance and Structure Plan Policy ENV1, therefore, long term protection is given to all countryside whether or not designated. In applying Policy CO1, the countryside resource is defined as undeveloped land beyond urban boundaries and rural settlement confines. This excludes land allocated for development in the Plan together with formal open space, and existing buildings and their curtilage.

Policy CO1

Development which would result in the loss of, or adversely affect, the countryside will only be permitted if it can be demonstrated that:-

- (i) it is justified by the needs of agriculture; or**
- (ii) it is justified by an overriding need to sustain the rural economy; and**
- (iii) is of a type which demands a rural location.**

Environmental Appraisal

The policy works towards the Objectives of protecting the countryside, reducing pollution, recycling redundant resources, concentrating investment at the urban areas and minimising the need to travel. No Objectives are adversely affected.

LANDSCAPE

Designated Landscape

5.11 In designated areas, evidence of overriding need is also required. Overriding need will depend upon the status of the designation and the nature of the development. In situations where more than one designation applies, the proposals will be required to comply with the most stringent definition of need.

Area of Outstanding Natural Beauty (AONB)

5.12 In recognition of the national importance of the North Downs landscape, the Countryside Agency has designated the Kent Downs AONB. Those sections of the AONB falling within the District are shown on the Proposals Map. The main objective of AONB designation is to conserve the natural beauty of the landscape in designated areas. Although not an objective, informal recreation in AONBs is encouraged if consistent with the main objective and the needs of agriculture, forestry and other uses. It is also appropriate to have regard to the economic and social well being of the area. Structure Plan Policy ENV3 supports this approach.

5.13 PPG7 states that major industrial or commercial development in the AONB should not be allowed unless a proven national interest and lack of alternative sites can be demonstrated. This is also reflected in regional planning guidance (RPG9). Examples of exceptional circumstances in the District include the A20 Dover-Folkestone Improved Route and the combined Dover-Folkestone Wastewater Treatment Plant at Broomfield Bank. PPG22 sets out the special considerations which apply to wind energy installations (see Chapter 7). Any development which can be justified under exceptional circumstances will require a very high standard of design (see Chapter 8).

5.14 In September 1995, the Countryside Agency published a landscape assessment to identify the distinctive elements which contribute to local landscape character within different parts of the AONB. It identifies vulnerable areas and sets out landscape guidelines for the designated area. In July 1997, a Joint Advisory Committee (JAC) was set up to prepare a management plan for the Kent Downs AONB and to otherwise consider matters of AONB wide interest. The Council is a member of the JAC.

Policy CO2

Within the Kent Downs AONB, priority will be given to the conservation and enhancement of the natural beauty of the landscape over other planning considerations. Development which would have an adverse affect upon the natural beauty of the area, including the landscape character and its components, will not be permitted unless it is essential to meet a demonstrable economic or social need which cannot be met elsewhere. In all cases development must be appropriate in location, and incorporate design and associated landscape features and measures to minimise impact on both the immediate and the wider landscape.

Environmental Appraisal

The policy works towards the Objectives of protecting the countryside, reducing pollution, recycling redundant resources, concentrating investment at the urban areas, limiting housing development in rural settlements and minimising the need to travel. No Objectives are adversely affected.

5.15 Further guidance on the requirements for the design of proposals within an AONB is provided in Chapter 8.

Special Landscape Areas (SLA)

5.16 Structure Plan Policy ENV4 requires local plans to give long term protection to SLAs, by normally giving priority to landscape over other planning considerations. SLA boundaries were broadly defined in the Kent Countryside Local Plan 1983 though the Structure Plan allows local plans to review the SLA boundaries. The District contains two SLAs, the North Downs SLA and the Sandwich Bay/Pegwell Bay SLA. Their extent is shown on the Proposals Map. Where not also an Area of Outstanding Natural Beauty, the North Downs SLA is typified by gentle rolling chalk downland, overlain with the somewhat distant relationship of woods, hedgelines and tree belts in a large, open and predominantly arable field network. More intimate landscapes, closer to the dry valleys of the Area of Outstanding Natural Beauty, do occur but are uncommon and small in size. In contrast, the Sandwich Bay/Pegwell Bay SLA is characterised by an open, flat and largely unspoilt coastal landscape. The SLA is widely visible but industrial development north of Sandwich is an intrusive feature, which also detracts from the SLA's sense of remoteness.

5.17 An assessment of the appropriateness of the detailed boundary of the SLAs, as defined in the Kent Countryside Local Plan and the Dover and Western Parishes Local Plan, has been carried out. The SLA boundaries remain the same except for minor amendments to the North Downs SLA. This includes a small area of countryside to the south of Wingham, and east and west of the B2046, which is proposed as an extension to the area identified as a SLA in neighbouring Canterbury District and Hawkshill Down, the area of countryside between Walmer and Kingsdown.

Policy CO3

Within the North Downs SLA and the Sandwich Bay/Pegwell Bay SLA, priority will be given to the conservation and enhancement of the natural beauty of the landscape over other planning considerations. Development which would have an adverse affect upon the landscape character will not be permitted unless there is a demonstrable economic or social need for the development. In all cases development must be appropriate in location, and incorporate design and associated landscape features and measures to minimise visual impact.

Environmental Appraisal

The policy works towards the Objectives of protecting the countryside, reducing pollution, recycling redundant resources, concentrating investment at the urban areas, limiting housing development in rural settlements and minimising the need to travel. No Objectives are adversely affected.

Ash Levels Area of Local Landscape Significance (ALLS)

5.18 The Structure Plan encourages local plans to identify, protect and, where possible, manage and enhance areas and features of local landscape significance. The open landscape and system of dykes to drain marshlands, which typifies the area between Stourmouth and Richborough (known locally as the Ash Levels), is unique within the District and worthy of additional protection. This landscape extends into the neighbouring Districts of Canterbury and Thanet, where local plan protection has also been given.



The Ash Levels

5.19 The ALLS is characterised by a lack of both buildings and mass planting, such as woodland, shelter belts or orchards. It is unlikely that development, other than that associated with agriculture or nature conservation, would be acceptable. Particular care will be needed in the siting and design of agricultural buildings, as no mitigation would be achieved by screening.

Policy CO4

Within the Ash Levels Area of Local Landscape Significance priority will be given to the protection of the open quality of the local landscape over other planning considerations, consistent with the economic and social well-being of the area. In all cases development must be appropriate in location, and incorporate design and landscape features and measures to minimise visual impact.

Environmental Appraisal

The policy works towards the Objectives of protecting the countryside, reducing pollution, recycling redundant resources, concentrating investment at the urban areas and minimising the need to travel. No Objectives are adversely affected

The Coast

Undeveloped Coast

5.20 PPG20 states that development should not be allowed on the coast if a coastal location is not required, or in areas of eroding cliffs or land instability which would require coastal protection works (see also Chapter 6). It also requires the off-shore impact of on-shore development to be taken into account when determining proposals for development on the coast. Structure Plan Policy ENV10 seeks to conserve and enhance the scenic, heritage and scientific value of all undeveloped coast in the County. Development along the undeveloped coast and in adjoining countryside will only be permitted if no suitable alternative site exists on the developed coast and if it does not affect the interests identified in Policy ENV10. However, the siting of development on the undeveloped coast will always be preferred to a location on a Heritage Coast.

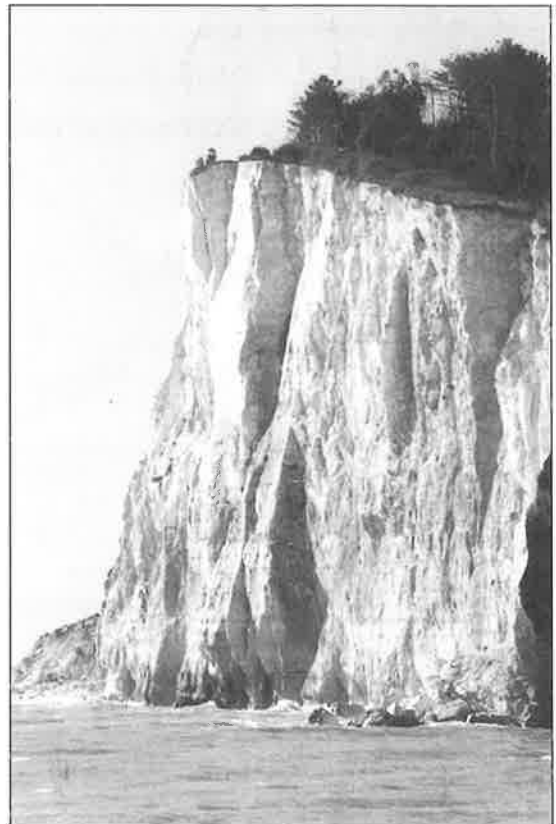
5.21 The Plan does not define the inland boundary of the undeveloped coast as the extent to which Policy CO5 will apply depends on the nature of the development, and the character and interest of the area. In addition, the undeveloped coast has been defined to exclude areas designated Heritage Coast.

Heritage Coasts

5.22 The District includes the South Foreland Heritage Coast and the Dover-Folkestone Heritage Coast. These are the only stretches of Heritage Coast in Kent. The Dover-Folkestone Heritage Coast includes a large area reclaimed from the sea at the foot of Shakespeare Cliff. This area, named Samphire Hoe, was created by depositing spoil from the Channel Tunnel.

5.23 The objectives of Heritage Coast designation are outlined in PPG20. Of equal importance are preserving the coast's heritage and scenic beauty, as well as protecting its nature conservation value. The Council and the Countryside Agency have agreed both inland boundaries and these are shown on the Proposals Map.

5.24 Structure Plan Policy ENV9 gives general protection to heritage coasts from intrusive development. This is developed in Policy CO5 below, which recognises that the two Heritage Coasts also fall within the AONB and a SLA. The District Council continues its commitment to conserving, enhancing and managing the landscape, wildlife and recreational value of the Heritage Coasts and to limiting development which is inconsistent with these objectives. The Council supports a coordinated approach to the protection, conservation and enhancement of the Heritage Coasts and the preparation of a management plan.



South Foreland Heritage Coast

Policy CO5

Development will only be permitted on the Undeveloped or Heritage Coasts, if:-

- (i) a coastal location is essential and no suitable alternative site exists;
- (ii) the development is not in an area of eroding cliffs or unstable land;
- (iii) it would not result in the need for coastal protection works; and
- (iv) there is no adverse off-shore impact.

Additionally, on the Heritage Coasts, development will not be permitted if it would adversely affect the scenic beauty, heritage or nature conservation value of a Heritage Coast or the Undeveloped Coast.

Environmental Appraisal

The policy works toward the Objectives of protecting the countryside, managing and enhancing habitats, species and landscapes. No Objectives are adversely affected.

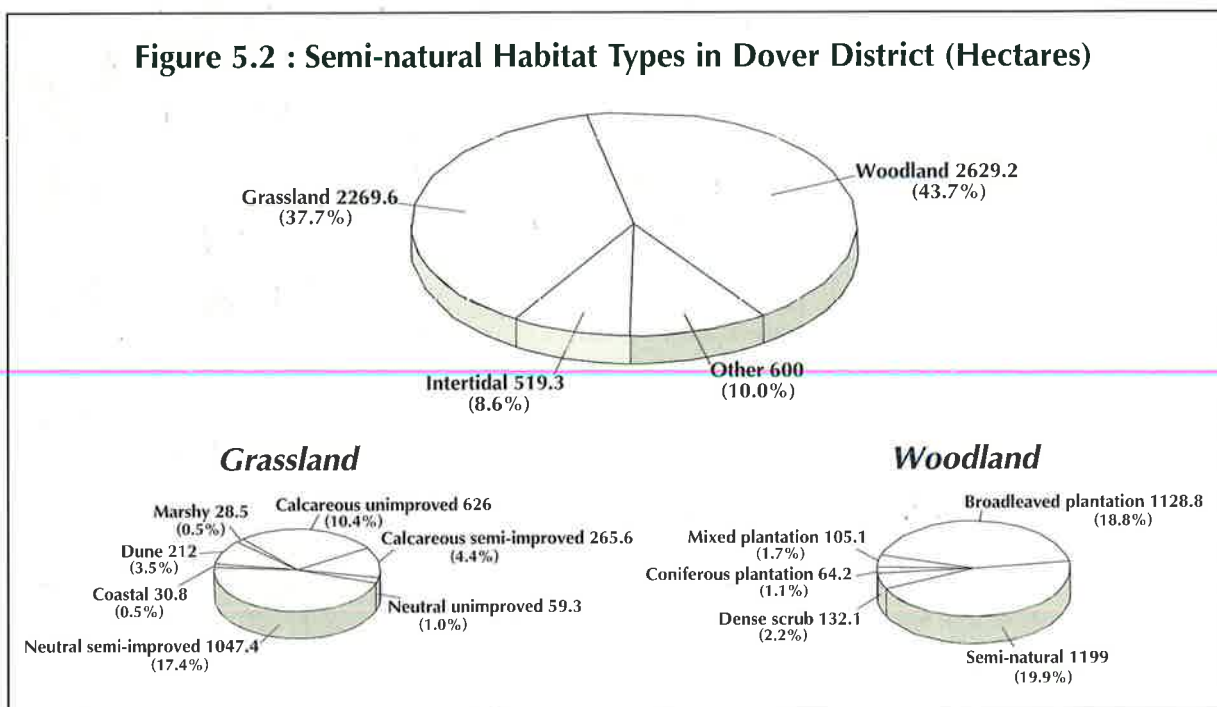
NATURE CONSERVATION

General Principles of Protection

5.25 International conventions and national legislation afford special protection to many species and their habitats. The Wildlife and Countryside Act 1981 makes it a criminal offence to remove or harm them. Protected species found within the District include the little tern, the grey plover, all bats, the adder, the adonis blue and silver spotted skipper butterflies, and several orchids.

5.26 A Biodiversity Action Plan (BAP) for Kent has been produced in line with the UK BAP. Its purpose is to identify important wildlife habitats and species and set targets for habitat conservation and enhancement in the long term.

Figure 5.2 : Semi-natural Habitat Types in Dover District (Hectares)



Source: Kent Wildlife Habitat Survey – Dover District Report (Volume 1)

Small errors may exist due to rounding

'Other' includes swamp and inundation, standing water, coastal habitats above the high water mark and bare ground

5.27 The 1991 Kent Wildlife Habitat Survey indicates that whilst the District's habitat resource is below the county average, it is still custodian of a major habitat resource, with semi-natural habitat covering about 20% of the District's area. However, the Survey notes that this resource is under threat.

5.28 English Nature and PPG9 advise that, while protection of individual sites is important and should continue, there is also a need to protect all wildlife habitats. Structure Plan Policy ENV2 confirms the requirement to provide general protection and does not distinguish between designated sites and the natural resource at large. Policy CO6 reflects this approach to nature conservation in the District.

Designated Sites

Sites of Nature Conservation Interest (SNCI)

5.29 PPG9 encourages local planning authorities to identify nature conservation interests of local importance and to include such areas in local plans. The Kent Wildlife Trust (KWT) has identified 41 SNCIs in the District. These sites, which are shown on the Proposals Map, are protected by Structure Plan Policy ENV6. This list is not necessarily exhaustive as reviews undertaken by KWT may reveal more sites suitable for SNCI designation. Policy CO6 will apply to SNCIs shown on the Proposals Map as well as to those which become designated during the life of the Plan.

Statutory Nature Reserves

5.30 National Nature Reserves (NNRs) are areas of national conservation importance, which attract financial support from English Nature. To be declared a NNR the area must be a designated SSSI. There are two NNRs in the District:-

- (i) Sandwich Bay and Pegwell Bay NNR; and
- (ii) Lydden and Temple Ewell Downs NNR.

Policy CO6 gives protection to NNRs in the District.

5.31 English Nature encourages the designation of Local Nature Reserves (LNRs). Declaring LNRs helps provide a firm basis for managing and enhancing the nature conservation value of particular sites. Structure Plan Policy ENV6 protects LNRs and Policy CO6 gives local protection to LNRs in the District. The District contains one Local Nature Reserve, the Western Heights SNCI.



Western Heights Local Nature Reserve, Dover

5.32 Shepway District Council has designated a LNR and established a Country Park on that part of the Folkestone Warren SSSI within its area. Part of the Warren lies within Dover District and the Council will explore the possibility of establishing a complementary LNR and Country Park with landowners. Should other areas prove suitable, the Council may consider further designations. The declaration of a LNR can take a long time and, therefore, Policy CO6 will apply to LNRs not shown on the Proposals Map but which may be proposed or become designated during the Plan Period.

Sites of Special Scientific Interest (SSSI)

5.33 English Nature notifies the District Council of these sites. Designation is a means of protecting flora, fauna and geological features of particular importance. Structure Plan Policy ENV5 implements this intention.

5.34 In the District, the main concerns are the protection of particular habitats (including ancient woodland, chalk grassland and marshes), species and the geological features of the coast-line. The

location and extent of SSSIs is reviewed periodically and six sites in the District have been notified:-

- (a) part of Sandwich Bay and Hacklinge Marshes;
- (b) part of Preston Marshes;
- (c) Dover to Kingsdown Cliffs;
- (d) part of Alkham, Lydden and Swingfield Woods;
- (e) part of Folkestone Warren; and
- (f) Lydden and Temple Ewell Downs.



Folkestone Warren SSSI

5.35 These sites are shown on the Proposals Map and given local protection through Policy CO6. In addition, Policy CO6 will apply to SSSIs not shown on the Proposals Map but which may be proposed or become designated during the Plan Period.

Special Protection Area (SPA) and Ramsar Site

5.36 The Pegwell Bay/Sandwich Bay area is of international significance for wetland and migratory birds and other species. The intertidal zone and the areas of grazing marsh, part of which lies in Thanet District, have been classified a SPA under the European Union Directive on the Conservation of Wild Birds (79/409/EEC) and listed as a Wetland of International Importance under the Ramsar Convention (Command 6465). The boundaries of each designation are shown on the Proposals Map.

Special Areas of Conservation (SACs)

5.37 The European Union Habitats Directive requires the Government to identify and conserve plant and animal habitats of international importance. Following consultation with English Nature and government departments, the former Department of the Environment, Transport and the Regions drew together a list of candidate SACs for forwarding to the European Commission. In the District, this includes two areas, both of which contain priority habitats or species:-

- (i) part of Sandwich Bay and Hacklinge Marshes SSSI; and
- (ii) Lydden and Temple Ewell Downs SSSI.

5.38 The Government and European Commission is required to agree the areas to be designated as SACs by June 1998. Accelerated arrangements apply to SACs hosting priority habitats or species and it is likely that out of those areas included on the list these will be agreed first. For the purposes of considering development proposals affecting them, PPG9 requires candidate SACs to be treated in the same way as designated SACs. These sites and named species are protected by the Conservation (Natural Habitats &c.) Regulations 1994. Together, the SPA and SACs will form a network of internationally important wildlife sites within the European Union. This network will be known as Natura 2000.

Development Proposals

5.39 When development would adversely affect any part of the habitat resource, the applicant will need to demonstrate that no alternative solution is available. The 'habitat resource' is defined as all those semi-natural habitats which show affinity to unimproved land or species rich aquatic systems, identified in surveys verified by the Council. An 'alternative solution' would be one which causes no harm to the resource and is appropriate for the development having regard to known planning constraints. When no alternative solution exists, the applicant will be required to make arrangements to either re-establish the threatened habitat in another location or to secure habitat management of land. The purpose of these compensatory measures is to ensure that there is no net long term loss of the affected habitat(s). Additionally, in the case of a SPA or SAC, the Council will wish to ensure that the overall coherence of

the Natura 2000 network is protected. The developer is encouraged to consult the Council on this matter before an application is submitted.

5.40 When development would adversely affect a designated site, the applicant will also need to demonstrate an overriding case for the development. For a SNCI or LNR, this will mean demonstrating at least a Countywide interest. A Countywide interest is defined as being important to the District as a whole, as well as a wider area. In the case of a SSSI, a proven national interest for the development will need to be demonstrated. When a proposed development would affect the integrity of a Ramsar site, or a SPA or SAC which does not host a priority habitat or species, a development will have to demonstrate that there are imperative reasons of overriding public interest which are sufficient to outweigh the ecological importance of the site. When a SPA or SAC site hosts a priority habitat or species, a development will have to demonstrate overriding reasons of human health and public safety, or beneficial consequences of primary importance for the environment or, further to an opinion from the European Commission, other imperative reasons of overriding public interest.

5.41 If the Council wishes to grant planning permission within a SSSI and this is contrary to the advice of English Nature, an opportunity will be given to English Nature to consider whether they wish to ask the Secretary of State to call in the application in accordance with the advice given in PPG9. In addition, certain notified operations, which could damage habitats and species, are controlled by English Nature. If the proposed development is likely to affect a SSSI, an Environmental Assessment may be required (see Chapter 8) and English Nature may need to be consulted

Policy CO6

Development which would adversely affect the wildlife habitat resource will only be permitted if:-

- (i) no alternative solution is available;**
- (ii) protected species would not be harmed;**
- (iii) an overriding case for the development can be demonstrated; and**
- (iv) full compensatory measures are provided.**

Environmental Appraisal

The policy works towards the Objectives of protecting the countryside, managing and enhancing habitats, species and landscapes. No Objectives are adversely affected.

LANDSCAPE AND NATURE CONSERVATION FEATURES

Trees and Woodland

5.42 PPG9 notes that woodland can have great nature conservation and amenity value. Structure Plan Policy ENV7 requires local plans to include policies for protecting woodland. The District contains large areas of woodland, including ancient woodland (semi-natural and replanted) dating from the Middle Ages or earlier, and a substantial number of scattered trees in rural and urban areas.

5.43 Individual trees, tree groups and woodland can be, and often are, protected by Tree Preservation Orders. Protection is also given if they are located in a Conservation Area. In addition, felling a substantial amount of timber requires a licence from the Forestry Authority. Nevertheless, trees remain under threat from development pressures. When necessary, Tree Preservation Orders will be used to protect individual trees, tree groups and woodland if their loss would be significant in landscape, visual amenity or nature conservation terms.

Policy CO7

Proposals for development which would adversely affect Ancient Woodland, shown on the Proposals Map, will not be permitted.

Environmental Appraisal

The policy works towards the Objectives of protecting the countryside and reducing pollution. No Objectives are adversely affected.

Plantation Woodland and Traditional Orchards

5.44 Although planted rather than naturally occurring, broadleaved plantation woodland and remnants of traditional orchards have considerable landscape and nature conservation value, and are found throughout the District. As they are generally planted for their productive value, specific protection is not considered appropriate though Policies CO1 and CO6 will apply. Grants are available through the Forestry Authority's Woodland Grant Scheme and DEFRA's Farm Woodland Premium Scheme. The Council will support proposals for plantation woodland and encourage native species to be used provided there is no conflict with existing wildlife interests or landscape character. The Council will also offer advice in obtaining grants.



Traditional orchard

Community Woodland

5.45 Structure Plan Policy ENV8 commits the County Council to investigate the potential for woodland planting in the East Kent Coalfield. The Council supports the afforestation of the three spoil tips and is particularly keen to explore, with landowners and other interested parties, a Community Woodland at Betteshanger to serve Deal. In addition to schemes described in paragraph 5.44, funds are available from the Forestry Authority for Community Woodlands and funding is available from English Partnership. However, the Council is aware of technical difficulties associated with greening such sites, not least heat and the acidity of shales (see also Chapters 3, 7 and 15). The first step is to assess the viability for such schemes.

Hedgerows

5.46 In addition to their landscape significance, hedgerows act as habitats and corridors for wildlife. Although the District has an extensive network of hedgerows, many are fragmented and, in these cases, their ecological role may be diminished. Hedgerow loss has occurred mainly through agricultural intensification.

5.47 Structure Plan Policy ENV7 makes it a strategic objective to maintain and enhance the County's hedgerow network. The Hedgerow Regulations 1997 are intended to protect hedgerows which are considered to be 'irreplaceable'. Policy CO8 seeks to protect the remaining 'replaceable' network. When development would threaten a hedgerow, the developer will be required to demonstrate that no practicable alternative solution exists, for example, through the resiting of an access road or building. In cases where damage is unavoidable, remedial measures will be required.

Policy CO8

Development which would adversely affect a hedgerow will only be permitted if:-

- (i) no practicable alternatives exist;**
- (ii) suitable native replacement planting is provided; and**
- (iii) future maintenance is secured through the imposition of conditions or legal agreements.**

Environmental Appraisal

The policy works towards the Objectives of protecting the countryside, managing and enhancing habitats, species and landscapes and reducing pollution. No Objectives are adversely affected.

5.48 Funds are available through DEFRA's Field Boundaries Option of the Countryside Stewardship Scheme to restore existing and establish new hedgerows. The Council will support proposals to enhance the District's hedgerow network and will offer advice in obtaining grants.

AGRICULTURE

Relationship to Landscape and Nature Conservation

5.49 Traditionally, priority has been given to conserving agricultural land for its productive value. However, changes in farming policy and techniques have led to a surplus of some agricultural produce and this has led to some agricultural land being temporarily taken out of production. The agricultural industry is, therefore, undergoing a period of great change which is likely to extend some way into the future. While reaffirming the need to give long term protection to agricultural land, particularly the best and most versatile, PPG7 has now shifted the balance in favour of safeguarding the countryside for its own sake and encouraging diversification of economic activity in the rural area so as to provide wide and varied employment opportunities. The priority to protect the countryside for its own sake and support the agricultural and horticultural industries through diversification is reflected in Structure Plan Policies ENV1 and ED5.

Protecting the Best and Most Versatile Agricultural Land

5.50 Agricultural land covers about 80% of the District's area. It is likely that a significant proportion of this is 'best and most versatile', as defined by the DEFRA system of Agricultural Land Classification. PPG7 defines such land as Grades 1, 2 and 3a.

5.51 The best and most versatile agricultural land should be protected as a national resource for future generations and considerable weight should be given to protecting such land from development. Therefore, a developer will need to demonstrate an overriding need if a proposal would lead to loss.

Policy CO9

Development which would result in the irreversible loss of the best and most versatile agricultural land will only be permitted if:-

- (i) it can be demonstrated that it cannot be located on previously developed sites or, failing that, on land within the boundaries of existing developed sites or, failing that, on poorer quality farmland; and**
- (ii) an overriding need for the development which outweighs the agricultural considerations can be demonstrated.**

If land in Grades 1, 2 or 3a does need to be developed, and there is a choice between sites in different grades, development should be directed towards land of the lowest grade.

Environmental Appraisal

The policy works toward the Objective of protecting the countryside. No Objectives are adversely affected.

MANAGING THE COUNTRYSIDE

An Integrated Stewardship Strategy

5.52 Government Guidance, including PPG7, supports the enhancement of the countryside. Structure Plan Policy ENV2 encourages District Councils to include enhancement and management policies in local plans. A comprehensive and integrated approach to managing the countryside is being developed in the District, using the two distinct natural areas of the North Downs and North Kent Plain as its basis.

Managing the North Downs Natural Area

5.53 The importance of the North Downs is signified by the number of protective countryside designations it has. In particular, some of the chalk grassland in the District has been recognised as internationally important for its wildlife habitat value and is designated a SAC (See paragraph 5.37). However, threats exist which planning policies cannot directly influence. For example, unimproved chalk grassland is being lost through a decline in traditional grazing methods.

5.54 The Council is a core funder of the White Cliffs Countryside Project (WCCP), which helps manage the majority of unimproved chalk grassland in the District. The Council strongly supports the work of the WCCP and would welcome further inter-agency management initiatives involving farmers and other landowners. In particular, major changes in the agricultural sector provide an opportunity to, for example, use 'set-aside' land for nature conservation and introduce organic farming methods.

5.55 Funds for this type of conservation work are available from a variety of sources. The Council will continue to provide financial and technical support to the White Cliffs Countryside Project and will support initiatives which encourage the adoption of more sustainable management practices on the North Downs.

North Kent Plain Natural Area

5.56 The northern part of the District has a distinctive landscape, contains some of the most productive soils and is of significant ecological value. Protective designations apply but the planning system has little control over threats to marshy pasture, fenland, the River Stour, associated drainage dykes and the estuary from pollution, habitat destruction and interference.

5.57 Structure Plan Policy ENV11 seeks the conservation and enhancement of river corridors, while taking into account recreation and access issues. The Council considers that a management plan for the Lower Stour Valley and its surrounding marshy SNCI is essential. This might occur through the extension of the Kentish Stour Management Plan, which currently covers the river from its source to the west of Canterbury, and through a proposed Estuary Management Plan (see Chapter 6). Neighbouring Thanet District Council supports such partnership initiatives. In July 1997, the Council became a core funder of the Kentish Stour Countryside Project (KSCP).



The North Kent Plain

Green Corridors

5.58 PPG9 seeks the development of nature conservation objectives for built-up urban areas and the preservation of wildlife corridors. The Structure Plan encourages District Councils to identify and protect areas and features of local wildlife importance. Survey work has identified a number of green corridors based on railway embankments, roadside verges and river courses. Shown on the Proposals Map, these

linear features provide wildlife corridors, linking the countryside with the built-up area of Dover and are often important habitats in their own right.

5.59 The value of these areas to wildlife largely depends on the way in which they are managed. For example, employing particular grass management techniques along the edge of a recreation ground can significantly increase the potential for wildlife. The active cooperation of landowners to agree and implement management plans is required. Such plans would complement the planning activities of the Council. The identification of green corridors is, therefore, only the first step towards conserving and enhancing an integrated system of wildlife habitats. New development may allow for new links, which extends the network. There may also be limited opportunities to increase public access, which will be examined through management plans prepared by the District.

Policy CO10

Proposals for development which would sever or destroy a green corridor, shown on the Proposals Map, will not be permitted. Where practical, proposals for development should include new links in the green corridor network.

Environmental Appraisal

The policy works towards the Objectives of managing and enhancing habitats, species and landscapes, protecting open space and reducing pollution. No Objectives are adversely affected.

Promotion

5.60 The outstanding quality of the District's countryside is a valuable asset, both for its own sake and in helping to boost the local economy. In promoting the countryside for tourism, emphasis will continue to be placed on the quality of management schemes and accompanying promotional material. However, the Council is concerned that promotion is handled sensitively in order to strike a balance between countryside protection and visitor generation. If not, damage could be done to the very qualities which the Council is seeking to protect.

5.61 Promotion includes the provision of interpretive facilities, development and management of paths, schools' liaison and the publication of educational material, establishing a volunteer workforce and developing international links. It is essential that all initiatives are co-ordinated and compatible. To be successful, these bodies must work closely with landowners and farmers to, for example, encourage farm based tourism initiatives. The Council will seek to ensure that countryside management and promotional initiatives will enhance and sustain the special qualities of the natural environment.

Chapter Six

WATER ENVIRONMENT

Chapter Six

WATER ENVIRONMENT

INTRODUCTION

6.01 The District has an extensive and varied water environment, consisting of:-

- (a) major chalk aquifers, which provide most of the District's public water supply;
- (b) lakes and ponds;
- (c) the River Dour and the lower reaches of the River Stour, together with their tributaries;
- (d) a network of dykes and drainage ditches in the north of the District; and
- (e) the English Channel, which forms one third (32 km. or 20 miles) of the District's administrative boundary.

Existing Situation

6.02 In East Kent, droughts have resulted in water resource shortages, hosepipe and groundwater extraction bans, and caused harm to river environments, including wildlife. Some coastal areas are also at risk from salt water tainting, where groundwater levels are very low. Nevertheless, Kent is self-sufficient in water supply and, with leakage control and waste reduction, could continue to be so. However, water imported from the rest of the Southern Region can be secured and it is the policy of the Environment Agency to do so should self-sufficiency damage the water environment.

6.03 The quality of some groundwater, rivers and coastal bathing waters in the District has been affected by various sources of pollution. Pesticide contamination of groundwater has been identified as a problem in the south of the District. Landfill and colliery spoil sites could also pose a problem if contaminants were to leach into the groundwater. Leaking cesspools are common, even in water gathering areas.

6.04 The River Dour is of the highest water quality (Class 1a) and able to support fish, such as trout. The Environment Agency is currently investigating the impact of recent low water levels on the river's rich botanical and invertebrate life. The quality of the River Stour and its tributaries varies from Good to Fair. Upstream from Sandwich, the quality of the Stour is Good. Its Fair rating downstream from Sandwich is a result of wastewater effluent and effluent from the pharmaceutical industry.

6.05 The quality of coastal bathing waters has been historically poor as a result of both private and public sewage effluent discharges. However, since waste water treatment works were completed at Sandwich Bay, there has been a steady improvement of bathing water quality. All three beaches at the coastal bathing water sites at Sandwich Bay, Deal Castle and St Margaret's Bay met the standards set by the European Union Bathing Waters Directive in the 1996 bathing season. To date, no beach in the District has achieved the European Blue Flag Award, which requires criteria additional to bathing water quality to be met. Further measures are in hand to address river and coastal pollution, and these are considered in paragraphs 6.18-19.

Applying the Plan's Aims and Objectives

6.06 Water is a vital resource. It needs careful management if it is not to be degraded, over-exploited or threaten life and property. This reflects the sustainable use of water, in accordance with Aim 1 (Objectives 2 and 4). An attractive water environment is also an economic asset, furthering Aim 2, Objective 21. Water recreation and accessibility (Aim 3) are considered in Chapter 12.

Water Environment Strategy

6.07 Based on the existing situation and Aims 1 and 2, the Plan's Water Environment Strategy will seek to:-

- (a) contain, reduce and, if possible, prevent water pollution;
- (b) direct development away from areas liable to flooding and coastal erosion;
- (c) support the most efficient use of water;
- (d) provide mains drainage throughout the District; and
- (e) wherever possible, protect and enhance the nature conservation, landscape and amenity value of the District's water environment.

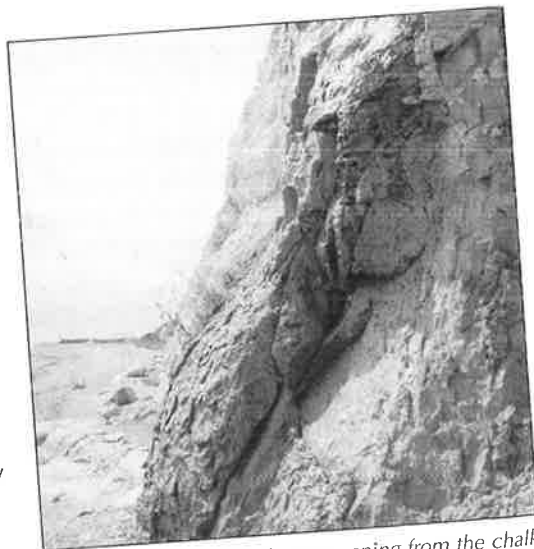
6.08 The ability of the Plan to fully implement this Strategy is limited as, for example, pollution is not controlled by Town and Country Planning legislation. The Environment Agency has a duty to safeguard the water environment in general, while private water companies are responsible for water supply and wastewater treatment. Nevertheless, the Plan can directly influence the location of new development and water infrastructure plant. Support will be given to the statutory responsibilities of other bodies where this accords with the Strategy.

SOURCES AND SUPPLY

Groundwater and Surface Water

6.09 Water, which soaks into the ground, is referred to as groundwater while that remaining on the ground is surface water. In the District, groundwater from the chalk makes up a high proportion of fresh water resources and so is vital to drinking water (its principal general use), industry, agriculture and maintaining river flows. Damage to groundwater resources may result from any of the following:-

- (a) physical disturbance of aquifers and groundwater flows, for example, through quarrying and road construction;
- (b) pollution, for example, from waste disposal, industrial activity and farming; and
- (c) over-abstraction.



Groundwater seeping from the chalk

6.10 The Environment Agency has produced a National Groundwater Protection Policy, with which proposals for development should comply, and has defined 'Source Protection Zones' as a specific protective measure in addition to the general overall protection. Within Source Protection Zones, a distinction is made between several aquifer Zones. The most stringent restrictions will apply in areas designated Zone 1. Zone 1 and 2 aquifers, shown on the Proposals Map, identify major public water supply sources where certain types of development and uses of land are not normally permitted. Exceptionally, such uses may be permitted if the Environment Agency is satisfied that proposals include safeguards, such as containment and barrier systems, which will protect the aquifer and eliminate the risk of possible contamination. Activities which involve the disposal of liquid waste to land exclude specified wastes for agricultural benefit. These specified wastes are controlled separately by the Environment Agency and do not require planning permission.

6.11 Groundwater and surface water are closely linked, as one feeds the other. Surface water can be a problem in areas where the ground is relatively impermeable, leading to a greater and more immediate run-off. Groundwater protection policies tend to direct development to such areas, which then affects natural surface water patterns. In particular, large impermeable areas, created by development or the

rationalisation of sewerage systems, may divert water away from a water catchment area and this may prevent the most efficient use of water resources. Consequently, developers will need to demonstrate that their proposals will be consistent with the broad objectives of the Environment Agency. In considering proposals, the Council will be advised by the Environment Agency. Policy WE1 expands upon Structure Plan Policies NR3 and NR4, which give general protection to groundwater and surface water resources.

Policy WE1

Within Groundwater Source Protection Zones, shown on the Proposals Map, the following will not be permitted in Zones 1 and 2 unless adequate safeguards against possible contamination are provided:-

- (i) septic tanks, storage tanks containing hydrocarbons or any chemicals, or underground storage tanks;**
- (ii) proposals for development which may include activities which would pose a high risk of contamination unless surface water, foul or treated sewage effluent, or trade effluent can be directed out of the source protection zone;**
- (iii) proposals for the manufacture and use of organic chemicals, particularly chlorinated solvents;**
- (iv) oil pipelines;**
- (v) storm water overflows;**
- (vi) activities which involve the disposal of liquid waste to land;**

In addition, the following will not be permitted in a Zone 1 unless adequate safeguards are provided:-

- (vii) new graveyards or farm waste storage areas;**
- (viii) new foul or combined sewerage systems.**

Environmental Appraisal

This policy supports the Objective of reducing pollution. No Objectives are adversely affected.

Capacity and New Development

6.12 Southern Water Services Ltd and Folkestone and Dover Water Services Ltd are responsible for fresh water supply in the northern and southern part of the District, respectively. Structure Plan Policy NR1 requires local plans to consult the relevant water undertaker and the Environment Agency on proposals which are likely to have significant water supply implications.

6.13 New development should be located where adequate water resources already exist or where new provision can be made without harming existing abstractions, river flows, water quality, fisheries, amenity or nature conservation. This approach supports the Environment Agency's regional strategy 'Sustaining Our Resources' and 'Kent Groundwater Management Policy'. The latter includes not increasing the annual level of abstraction from the Stour and, for parts of the Little Stour and the Dour, reducing the level. However, spare capacity is not, in itself, a justification for development. Proposals for development must be in an environmentally acceptable location. In applying Policy WE2, the Council will consult the Environment Agency and statutory water undertakers. Water supply requirements for the expansion of Aylesham are considered in Chapter 14.

Policy WE2

Development will not be permitted unless adequate water resources are available and their use would not have an adverse affect on the quality and yield of existing abstractions, amenity or nature conservation interests.

Environmental Appraisal

This policy supports the Objectives of protecting the countryside and using existing resources more efficiently before using fresh ones. No Objectives are adversely affected.

6.14 As a result of concern about over-abstraction and recent drought conditions, the need to better manage water resources for public supply has become an important issue. Measures to encourage the careful use of water and reduce wastage include demand management and leakage reduction. The Council expects such conservation measures to be optimised before the development or expansion of water infrastructure - such as reservoirs, which require planning permission - can be supported. Planning applications for new water supplies should be accompanied by water resource studies to demonstrate that this situation has been reached. Policy WE3 provides a stronger resource conservation emphasis than Structure Plan Policy NR2.

Policy WE3

Proposals for new public water supplies will not be permitted unless they are accompanied by studies to show that measures to use the existing water supply more efficiently have, where practicable, been introduced but an outstanding need remains.

Environmental Appraisal

This policy supports the Objectives of protecting the countryside and using existing resources more efficiently before exploiting new ones. No Objectives are adversely affected.

Broad Oak Reservoir

6.15 A new reservoir, at Broad Oak in Canterbury District, was being promoted by Southern Water Services Ltd, Mid Kent Water plc and Folkestone and Dover Water Services Ltd. It would have created a major new water source to serve East Kent, including the District, into the next century. However, the decision to proceed with the scheme has now been deferred until after the Plan Period.

DRAINAGE AND WASTEWATER TREATMENT

Soakaways

6.16 Directing run-off from roofs directly into the ground via soakaways helps replenish groundwater and reduces the burden on wastewater treatment works. The Council will expect that, wherever possible, soakaways are used in new development. The use of soakaways for other impermeable areas where water can become contaminated, such as car parks, will not be allowed. In some locations, soakaways via interceptors will be acceptable. A consent may be required from the Environment Agency for discharges to soakaways.

Policy WE4

Proposals for development will only be permitted if they include, where practicable, measures for the disposal of run-off from roofs to the ground via soakaways.

Environmental Appraisal

This policy supports the Objective of using existing resources more efficiently before exploiting new ones. No Objectives are adversely affected.

Capacity and New Development

6.17 Southern Water Services Ltd is responsible for wastewater disposal in the District. Proposals for new development need to make provision for the disposal of wastewater and Structure Plan Policy NR1 requires the local planning authority to consult Southern Water Services Ltd and the Environment Agency on wastewater implications. However, as with water supply, spare capacity is not, in itself, a justification for development. Structure Plan Policy NR2 requires that new facilities must be environmentally acceptable. Infrastructure requirements for the expansion of Aylesham are considered in Chapter 14.

Policy WE5

Development will not be permitted unless:-

- (i) adequate means of wastewater disposal are available or can be provided; and**
- (ii) the provision of additional wastewater facilities would not harm water quality, amenity or nature conservation interests.**

Environmental Appraisal

This policy supports the Objective of reducing pollution. No Objectives are adversely affected.

New Treatment Facilities

6.18 A new wastewater treatment works at Broomfield Bank, west of Dover, will serve the Dover and Folkestone area. Another wastewater treatment works, to the north of Richborough in Thanet District, now serves the Deal and Sandwich areas. Southern Water Services Ltd is investigating the possibility of depositing sludge from these works at Betteshanger Colliery spoil tip. The depositing of sludge is a matter for the Waste Local Plan, prepared by the County Council. The District Council would support such a scheme provided there is no adverse impact on nature conservation interests, reedbed filtration is incorporated into the scheme, and the proposal is acceptable in amenity and transport terms. Pfizer Ltd has constructed a plant to deal with its own effluent. These developments should improve the bathing water quality of coastal waters, to meet current European Union standards.

6.19 It is understood that Southern Water Services Ltd has no programme to extend mains drainage to the remaining unconnected rural parts of the District. The District Council is able to provide first time sewerage. A 20 year rolling programme was approved in 1989 and the first scheme at Hull Place, Sholden, has been completed. The Council is currently investigating ways of implementing the rest of this programme.

RIVERS, LAKES AND PONDS

River Corridors

6.20 A river corridor includes the river, its banks and land close by, such as water meadows, marshes or other wetland areas. Main rivers refer to watercourses for which the Environment Agency has responsibility. The Environment Agency's consent is required for all development in, over or under a main river or within 8 metres (26 ft.) from the top of its banks. Where tidal stretches of river have a bund wall defence, the extent is 15



The River Stour at Sandwich

metres from the land-ward toe of the wall. Consent within the buffer zone is unlikely if the development would obstruct access for river maintenance or affect nature conservation interests.

6.21 River corridors are very important for nature conservation and quiet recreation, as well as contributing to the landscape. Policy ENV11 of Kent Structure Plan sets out a policy of conserving and enhancing the environment within river corridors, including the landscape, water environment and wildlife habitats. Where consistent with these objectives the policy allows for the provision of public access and water-related recreation opportunities. Proposals will be judged against the general policies of this Plan together with Structure Plan Policy ENV11. Management aspects are covered in Chapter 5.

Moorings and Pontoons

6.22 Unauthorised moorings and pontoons are a particular problem on the River Stour. These structures are very visible and intrusive in the flat landscape surrounding Sandwich. They can harm historic environment and nature conservation interests. Noise, disturbance and access are also recognised problems. Consequently, the Council will only be prepared to permit new moorings within, or well related to, the built-up area of Sandwich. In addition, permission will only be granted if there is no conflict with historic environment, nature conservation, access and amenity interests. In cases of unauthorised moorings, the Council will take steps to secure their removal and, if necessary, take enforcement action. Water recreation is considered in Chapter 12.

Policy WE6

Moorings and pontoons will not be permitted in locations on the River Stour which are not well-related to the built-up area of Sandwich. In addition, permission will not be granted if they would harm historic environment, nature conservation, access and amenity interests.

Environmental Appraisal

This policy supports the Objectives of protecting the countryside and the historic environment. No Objectives are adversely affected

Ponds and Lakes

6.23 According to the Pond Society's definition, ponds have an area less than 2 Ha. (5 acres) and are present for at least 4 months of the year. There is no formal definition of a lake but, for the purposes of this Plan, it is any permanent body of land-locked water of 2 Ha. or more. Both are important nature conservation and informal recreation resources. They are important features in the landscape and are amenities in their own right, providing variety in rural and urban areas. However, lakes and ponds can be threatened by proposals for development, pollution and changes in water tables. Consequently, they should be protected.



Village pond, Worth

Policy WE7

Development which would result in a loss in the quantity or quality of lake or pond water, or adversely affect the setting of a lake or pond, will not be permitted.

Environmental Appraisal

This policy supports the Objectives of protecting the countryside, open spaces and historic environment, and reducing pollution. No Objectives are adversely affected.

RIVER AND TIDAL FLOODING

6.24 PPG20 (Coastal Planning) requires that land use policies seek to minimise development in areas at risk from flooding in order to protect life and property. This new requirement is reflected in Structure Plan Policy NR5. Circular 30/92 (Development and Flood Risk), which complements PPG20, requires that flood defence is taken into account, and that risks in the District and constraints on development are made explicit.

6.25 PPG20 requires areas at risk from flooding to be shown on the Proposals Map. This information has been supplied by the Environment Agency. However, this is not to say that nearby low lying areas are not at risk from flooding. A distinction can be made among different types of flooding. Fluvial flooding is caused by rivers, while tidal flooding is caused by the sea. Some areas can be affected by fluvial and tidal flooding. The fluvial flood boundary is based on the estimated 1 in 100 year, or worst recorded flood. The tidal flood boundary is defined as the worst recorded flood (1953) or the 1 in 1,000 conjectural flood, whichever is the greater. The 1 in 1,000 flood is the most severe event and is therefore used to define the flood boundary. The estimated 1 in 1,000 year tidal flood level is 5.58 metres (18 ft. 7 ins.) above Ordnance Datum Newlyn (AOD) at year 2060. This level is based on still water. Tidal flooding will occur on low lying areas of land adjacent to the coastline and may be worsened by the effects of wave action, high winds and physical features, both natural and man-made.

6.26 The acceptability of development at risk from flooding will be determined on a site by site basis, taking into account site specific considerations relevant to the flooding issue and in consultation with the Environment Agency. Theoretically, it is possible that a much wider area than shown on the Proposals Map could flood if, for example, river levels, tides and on-shore winds, higher than in 1953, came together. In addition, development carried out since 1953 will have affected flood patterns. Therefore, a precautionary approach is needed when considering development - especially residential - both in and close to the flood risk area. Proposals for all development in or close to an area liable to flooding should always include details of site levels.

6.27 Those low lying parts of the District, which have been identified by the Environment Agency as at risk, include Sandwich and the northern part of Deal urban area. The Sandwich area is affected by both fluvial and tidal flooding, while the Deal area is at risk from tidal flooding. At Sandwich, the loop of the River Stour acts as a storage area for flood water. This helps protect the built up area of Sandwich from more frequent flooding. The Environment Agency is, therefore, concerned to ensure that development, including land-raising, within the loop does not interfere with the loop's flood defence role. Development within the loop will only be permitted if it does not lead to a loss of flood plain.

6.28 Within areas liable to flooding, it is vital that new development is carefully designed and sited so that there is minimal risk to life, and it does not jeopardise the stability and continuity of flood defences or interfere with their maintenance and improvement. Risk to life is a particularly important consideration for residential development (which includes new dwellings, extensions, caravans used as temporary accommodation, conversions) and to employment premises. Significant residential development in areas at risk from tidal flooding will not be acceptable. Each case will have to be judged individually. The Environment Agency has indicated that it may oppose development in previously developed built up areas lying within an area at risk from tidal flooding. Any new dwellings which are permitted will have to be designed to ensure that no sleeping accommodation is at risk from flooding. To achieve this, the floor level of sleeping accommodation must be a minimum of 6.18 metres (20 ft. 1 in.) AOD, which includes a factor of safety to allow for wave action.

6.29 The Council will consult the Environment Agency on all proposals for development considered to be in an area at risk from flooding or which would affect flood defences. In interpreting Policy WE8, the Council will be advised by the Environment Agency.

Policy WE8

Building development and land raising will not be permitted in a fluvial flood plain unless developers can demonstrate that the development will not be at risk from flooding and that it will not impede flood flows or lead to a loss of flood storage. Development will not be permitted in an area at risk from tidal flooding unless:-

- (i) it does not harm the integrity of flood defences;**
- (ii) it does not increase the risk of flooding at the application site or elsewhere;**
- (iii) it would not result in significant new residential development. Holiday accommodation for occupation outside the months of May to August inclusive and any residential development permitted must be a minimum of two storeys high and no sleeping accommodation should be provided below 6.18 metres AOD. Proposals involving the conversion of all or part of an existing building to flats or other self-contained or sleeping accommodation must not include such accommodation below this level. Any other built development permitted must provide for escape for people in the event of a flood.**

Proposals for development should include site levels and measures to ensure that surface water run-off discharged to a water course does not increase the risk of flooding elsewhere.

Environmental Appraisal

This policy has no direct relationship with any Objective. Indirectly, by limiting development in flood risk areas, the useful life of resources would be greater thereby supporting the Objective of minimising the amount of new resources used.

COASTAL WATERS

Coastal Defence

6.30 Coastal defence is a composite term covering flood/sea defence (measures taken against flood hazards) and coastal protection (measures taken against the erosion of the land and other encroachments of the sea). Coastal protection is concerned with the prevention of erosion and the damage that can be caused as the coastline retreats. Unlike sea defences, the absence of coastal protection measures will not lead to flooding. PPG20 requires land use policies to minimise development in areas at risk from land instability and erosion, and allows for managed retreat if sea defences are thought inappropriate.

6.31 In the District, there are no known areas of unstable land, defined as large areas of land liable to sudden failure - although dramatic changes to the shingle bank between Sandown, Deal and Kingsdown can occur. Erosion, which is the gradual attrition of land by the sea, is a recognised occurrence along parts of the chalk cliffs between Kingsdown and Shepway District. The rate of erosion is considered very small, though it is characterised by occasional localised cliff-falls. The management of coastal processes is, therefore, very important.

6.32 Responsibility for coastal protection is shared between the Council, under the terms of the Coast Protection Act 1949, and landowners, such as the Ministry of Defence,



Coastal defences, Kingsdown

the National Trust and Railtrack South. The Council is specifically responsible for the section of coast from Sandown Castle to the Kingsdown Rifle Range and St. Margaret's Bay. The Council, with grant aid from the former Ministry of Agriculture, Fisheries and Food (MAFF), has recently completed a major scheme to improve coastal defences between Deal Pier and Walmer, and at Kingsdown.

6.33 Planning permission is required for coastal defence works as far as the low water mark. An Environmental Statement may also be required. Extensive coastal defence works can interrupt the natural transport of material along the coast, which, in turn, can cause problems elsewhere. Such works can also have great visual impact and may not be appropriate in areas renowned for their natural beauty. Provided there is no danger to life or severe economic implications for the District, managed retreat or a 'do nothing' strategy, where natural processes are allowed to take their course, are alternatives for such areas. Parts of the District's coast where this may be appropriate are the Heritage Coasts and Undeveloped Coast (see Chapter 5).

Policy WE9

Permission for coastal defence works will only be granted if:-

- (i) the threat of coastal erosion is not increased; and**
- (ii) there is no harmful interruption of the process of transport and deposition along the coast.**

Environmental Appraisal

No Objectives are adversely affected.

MANAGEMENT PLANS

6.34 The Department of the Environment, Food and Rural Affairs (DEFRA) is encouraging cooperation among local authorities, other agencies and interest groups to produce coastal management plans. A strategy to deal with issues along the Kent coast is being prepared by the County Council, District Councils and other interested parties. DEFRA is promoting the preparation of shoreline management plans, two of which affect this District, and water level management plans, while English Nature is encouraging the preparation of Estuary Management Plans. As a priority, the Environment Agency intends to prepare a water level management plan for the Sandwich Bay/Pegwell Bay Ramsar site, Special Protection Area and Candidate Special Area for Conservation. Such plans will help resolve potential conflicts of the many interests in coastal areas, including nature conservation, recreation, fisheries and port activities. The Council supports such management initiatives.

Chapter Seven

ENVIRONMENTAL RESOURCES

Chapter Seven

ENVIRONMENTAL RESOURCES

INTRODUCTION

7.01 Sustainable development cannot be achieved unless finite energy and mineral resources are conserved, renewable sources developed and used instead of non-renewables, waste products reduced, and pollution prevented or, if this is not possible, minimised. For the first time, government guidance (especially PPG12) requires a local plan to consider environmental resource issues in relation to global warming, the consumption of non-renewable resources and the emission of greenhouse gases.

7.02 Finite resources include all mineral deposits and fossil fuels, such as coal, oil and gas. Stocks are limited and, once used, cannot be replenished. On the other hand, renewable sources of energy, such as biomass, wind and tidal power, and solar energy, are potentially unlimited in amount and have environmental benefits over fossil fuels. Wastes are the unwanted by-products of any activity, which must be accommodated in the environment. Pollutants are harmful to people, other species or even entire ecosystems and, unlike waste products, are not potentially reusable.

Existing Situation

7.03 The District contains substantial mineral reserves, including limestone and colliery spoil. Most of the District's energy requirements are currently served by national distribution networks which, in turn, are mainly supplied by fossil fuel plants. Two gas-fired combined heat and power plants exist in the District at Pfizer, Sandwich and Buckland Mill, Dover. However, the District has the capacity to produce energy from renewable resources (see paragraphs 7.09-27). Large volumes of solid and liquid wastes, which are produced by consumers, are also a source of energy and, in any case, require management and final disposal. There are few major sources of pollution in the District, apart from the despoiled colliery



Combined heat and power plant, Dover

sites. However, some parts of the District are vulnerable to locally generated air, water, noise and light pollution, and to the environmental consequences of air pollutants produced outside the District.

7.04 In 1992, at Rio de Janeiro, the Government signed Agenda 21. In doing so, the Government agreed to implement an action plan for sustainable development. A key means of implementing this is through local action. The Council is committed to increasing environmental awareness and promoting good environmental practice.

Applying the Plan's Aims and Objectives

7.05 Aim 1 provides the framework for this Chapter. The need to conserve resources, avoid waste and minimise pollution is echoed in Objectives 5, 7 and 4, respectively. The most effective way in which the Plan can conserve resources, particularly energy, and minimise pollution is to influence the location of development in order to reduce the need to travel. This is reflected in Objectives 10 - 15. The means to reduce travelling are dealt with in Chapter 4 and all the Plan's location policies. Energy conservation in building design and water resources are considered in Chapters 8 and 6, respectively.

Environmental Resources Strategy

7.06 Based on Aim 1, the Plan's environmental resource strategy seeks to:-

- (a) encourage the generation of energy from renewable resources;
- (b) encourage the more efficient use of non-renewable resources;
- (c) provide for development in accordance with the ability of energy distribution networks to keep pace;
- (d) minimise the effects of pollution by, or on, new development;
- (e) improve, reclaim and reuse derelict and contaminated land, as appropriate;
- (f) reduce the amount of waste produced; and
- (g) conserve mineral resources.

7.07 The strategy will be implemented by the Council through the policies of the Plan and, in part, through the pollution control functions of its Environmental Health Division. However, the Council is only one of a number of agencies charged with implementing government policy in this area, the others being:-

- (a) the Department of Trade and Industry (DTI) - energy planning;
- (b) the Department of the Environment, Food and Rural Affairs (DEFRA) - energy efficiency and pollution control;
- (c) the Environment Agency (encompassing the former Her Majesty's Inspectorate of Pollution (HMIP), the National Rivers Authority (NRA) and the Waste Management Authority) - pollution control and waste management; and
- (e) Kent County Council - minerals, and waste planning and management (including disposal).

7.08 In the main, the Plan's influence is limited to specifying what is required of new development. Even then, it is not directly responsible for waste and minerals planning. This indirect role complements the more direct forms of control given to other agencies. It is, therefore, essential that there is a close working relationship between these agencies and the Council.

RENEWABLE ENERGY

7.09 According to PPG22, renewable energy includes:-

- (a) energy flows which occur naturally and repeatedly in the environment, namely energy from the sun, wind, oceans, the fall of water and geothermal energy from within the earth;
- (b) plant material; and
- (c) ~~combustible or digestible waste materials from industrial, agricultural or domestic sources.~~

7.10 Apart from helping to conserve stocks of non-renewable fossil fuels, the main benefit of generating energy from renewable sources lies in the reduction of those gases which contribute to global warming and acid rain. The Government requires the Regional Electricity Companies to purchase energy from renewable sources through the Non-Fossil Fuel Obligation (NFFO). Funding is also available for renewable energy schemes through the European Union ALTENER project. Emphasis is currently on biomass. Further information is available from the Energy Technology Support Unit (ETSU).

7.11 PPG22 requires development plans to make an assessment of locally available sources of renewable energy and provide for projects to exploit them. In doing so, local planning authorities should consider the contribution of such proposals to reducing emissions of greenhouse gases. Renewable energy resources can often only be exploited where they occur. The locational requirements of generating plant are therefore somewhat different from other forms of development. PPG22 acknowledges that this

approach must be balanced against the need to consider the immediate impact of such proposals on the local environment, particularly where landscape, nature conservation, coastal and archaeological designations apply. PPG22 also includes a series of Annexes highlighting some of the special considerations relating to renewable energy schemes.

7.12 The Structure Plan recognises that there are substantial renewable sources of energy in the County and, through Policy NR15, supports renewable energy projects where they contribute to the community's energy needs, are environmentally acceptable and are well placed in relation to the existing transmission network. Their acceptability will be determined by the balance between national and local environmental, economic and social benefits, with particular regard paid to recognised landscape, wildlife, built environment, atmospheric and water resource interests.

7.13 In order to determine how the Plan will cater for renewable energy projects, it is first necessary to establish the current resources in the District. In November 1994, ETSU, who manage the DTI's new and renewable energy programme, appointed consultants to carry out a renewable energy planning study for the South East of England covering Kent, together with Surrey, West and East Sussex, jointly funded by the DTI and EU. The Kent Renewable Energy Resource Report (KRERR) provides useful background information to assist in planning for renewable energy developments. The Report is principally concerned with those technologies which are capable of commercial exploitation in the short to medium term. Tidal, wave, offshore wind and geothermal were excluded from the study since at that time they were considered unlikely to be commercially viable for the foreseeable future.

Biomass

7.14 Biomass refers to those sources of energy which are derived from plant or animal material. The most common sources are:-

- (a) straw left over as waste after harvesting of crops;
- (b) plant material grown especially as fuel (coppice woodland, oil seed rape); and
- (c) animal litter.

7.15 Much of the District's woodland is coppice, for which traditional markets have declined. It also has a highly productive agricultural industry trying to diversify. Using coppice woodland for biomass energy generation could help diversify the rural economy by providing a guaranteed source of income for farms. Coppice woodland also has wildlife benefits. The KRERR concludes that there could be potential for a straw and poultry litter mixed fuel plant in Kent. There is, however, good potential for wood fuel plants in the County. There is also some scope for farms to produce electricity through the anaerobic digestion of slurry.

7.16 While the planning system has little influence over agricultural practices, Policy ER1 provides for biomass generation plant in the event that they are proposed in the District. Small-scale projects generating energy for use on site would lend support to Policy LE21, which provides for diversification in the farming sector. Issues that may be relevant to biomass proposals include visual intrusion, noise, effect on ecology, traffic, abstraction of water, odour and emissions.

Energy From Commercial and Domestic Waste

7.17 In sustainability terms, burning waste for energy is better than landfill but not the best option. Rather, waste to energy should only be considered after waste reduction, re-use and recycling have taken place. Although waste disposal is a County Matter, the generation of energy from waste has a primary purpose of electricity production and, therefore, would be dealt with by the District Council. Detailed policies against which such applications will be judged can be found in the Waste Local Plan, produced by Kent County Council.

7.18 Richborough Power Station and land to the south and west of it have been identified in the Kent Waste Local Plan Deposit Draft as a suitable location for a waste to energy plant, as well as associated waste processing (see paragraphs 7.59-61). Partially located in the District, this proposal is supported by the Council, subject to all environmental impacts being addressed.

7.19 The Richborough landfill site is monitored by the Environment Agency to assess the production of methane. Should economic quantities become available, then the Council would support proposals to extract this gas for electricity generation.

7.20 In accordance with European Union clean water directives, Southern Water Services Ltd has constructed a new waste water treatment plant serving the District at Weatherlees Hill - outside the District boundary. A new treatment works at Broomfield Bank is under construction, which lies within an Area of Outstanding Natural Beauty (see also Chapter 6). Sewage gas can be gathered during the treatment process and used to generate electricity. The Council would support proposals to extract sewage gas for electricity generation but, in the case of Broomfield Bank, would want to ensure that any above-ground plant could be accommodated without damage to landscape and nature conservation interests in the area.

Wind Energy

7.21 ETSU has produced a wind speed map of the District, which indicates that annual mean wind speeds are highest on the North Downs, especially in areas close to the coast. Figure 7.1 shows the areas where wind speeds exceed 6 metres per second and wind farms may be commercially viable. Any applications for wind generators in these areas will require very careful consideration by the Council, given landscape protection policies. Nevertheless, with advancing technology it is possible that less windy areas may become suitable for wind farms. There is also the possibility that small individual farm-based turbines will be proposed. A wind turbine, located just outside the District at Richborough, is producing electricity for local use.

7.22 There may be potential impacts which require the submission of an Environmental Statement associated with an application for a wind generator. These impacts may include mechanical and aerodynamic noise, electromagnetic interference, visual appearance and ecological effects. The criteria in Policy ER1 reflect the need to address these and other concerns (such as manning, monitoring, construction disturbance, access roads, traffic generation, presence of anemometer masts, grid connections and other ancillary structures, decommissioning and restoration). Chapter 15 considers the potential of the Ramsgate Road area for wind turbines

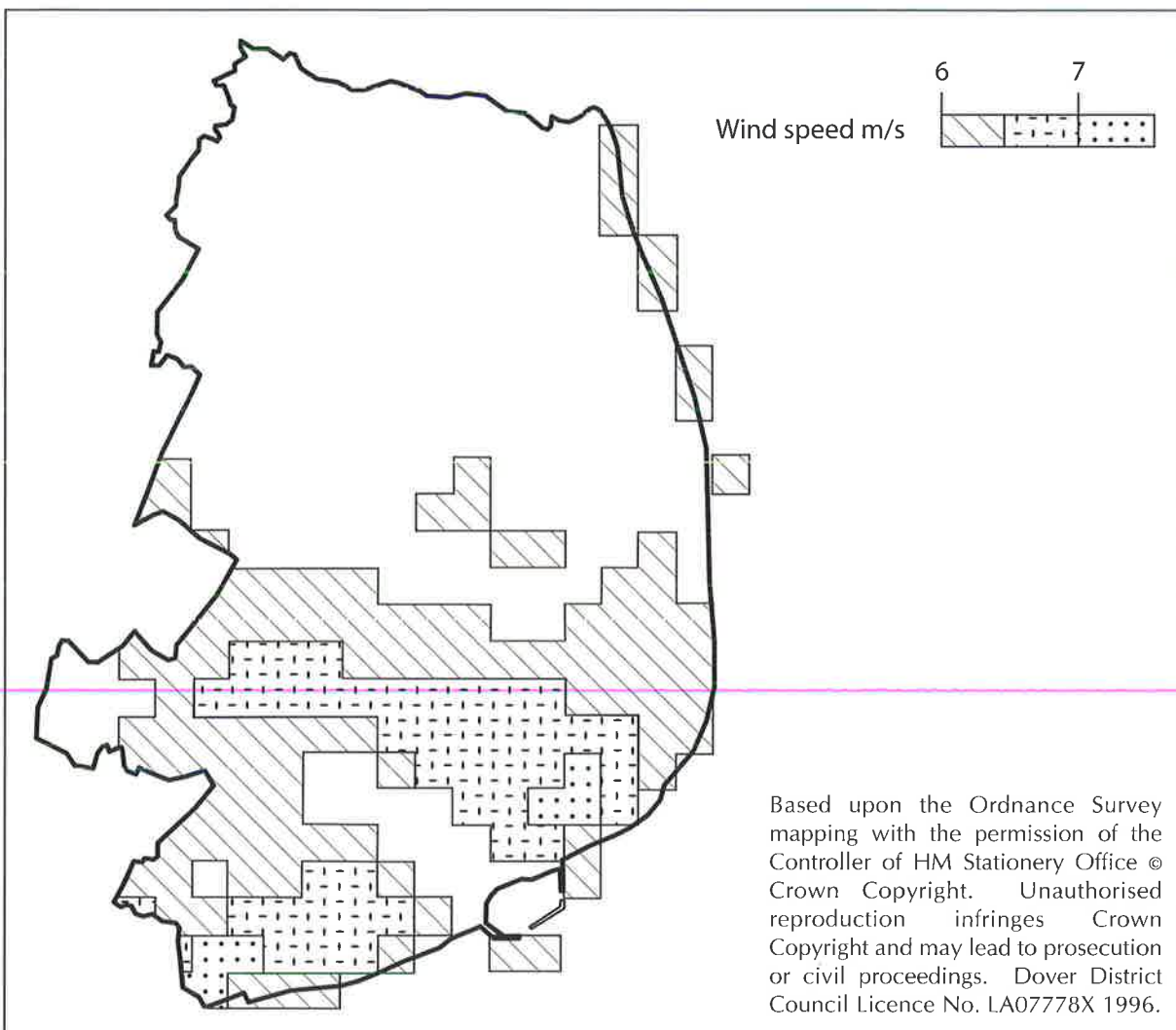


Figure 7.1: Areas with Wind Speed 6 Metres per Second or Greater (Wind Speed information supplied by DTI and OPCS)

Solar Energy

7.23 The District enjoys relatively high sunshine hours. While there would appear to be no likelihood of large centralised solar energy installations being proposed, there is substantial scope for the installation of active solar water heaters or photovoltaic cells on buildings and for new development to maximise passive solar gain. Design for passive solar gain is considered in Chapter 8.

Active Solar

7.24 Active solar heating is not electricity generation, but has potential to displace non-renewable energy production. Active solar heating involves the heating of water in solar collectors. There is considerable scope for active solar in the District, although the systems are at present expensive. Design aspects are covered in Chapter 8.



Solar panels on residential property

Photovoltaics

7.25 This technology has considerable potential through, for example, the integration of photovoltaic cells into panels of commercial and industrial buildings.

Small Scale Hydro Energy

7.26 The Stour and Dour, and their tributaries, are the only rivers in the District. There may be some prospect for small-scale hydro-power plants or water mills - perhaps in association with a tourist venture - being developed on the river banks, although full-scale damming of waters is considered inappropriate. Particular care is needed so that nature conservation interests at the site and downstream are not harmed. Other considerations may include impact on landscape, access and design. There is also scope for energy recovery as part of the Dover and Folkestone Waste Water Treatment Works at Broomfield Bank. The Environment Agency will be consulted on all applications for hydro electricity generation.

7.27 Policy ER1 outlines the Council's positive stance with regard to renewable energy projects, while seeking to protect the landscape and other interests. Development which involves the construction of power stations, for example the incineration of municipal waste or biomass, should be located on land with planning permission or allocated for Use Class B2. Some other types of renewable energy, for example wind, can only be exploited where they occur.

Policy ER1

Proposals for the development of energy from renewable sources will be permitted provided that:-

- (i) the benefits of renewable energy generation outweigh any adverse impacts;**
- (ii) waste combustion development is located on land identified for development within Use Class B2; and**
- (iii) where practicable, they are located in close proximity to the existing electricity distribution infrastructure.**

Environmental Appraisal

The results of the Appraisal are mixed. The policy works positively towards Objectives seeking to reduce pollution, enabling the generation of energy from renewable sources and the recycling of

redundant resources. The policy accepts that in some cases renewable energy can only be exploited in rural areas and that there may be conflicts with policies for the protection of the countryside, landscapes and nature conservation, and historic environment. However, the effects are difficult to predict in that it depends on schemes coming forward.

NON-RENEWABLE ENERGY

7.28 The environment can also be protected and fossil fuel reserves conserved through the more efficient use of non-renewable fuel sources. It is possible that new fossil fuel burning plants may be proposed in the District. Should this be the case, such plants should make use of wasted energy either through district heating or combined heat and power schemes. Should Richborough Power Station re-open, the Council would press for the incorporation of these and be opposed to the re-introduction of Orimulsion.

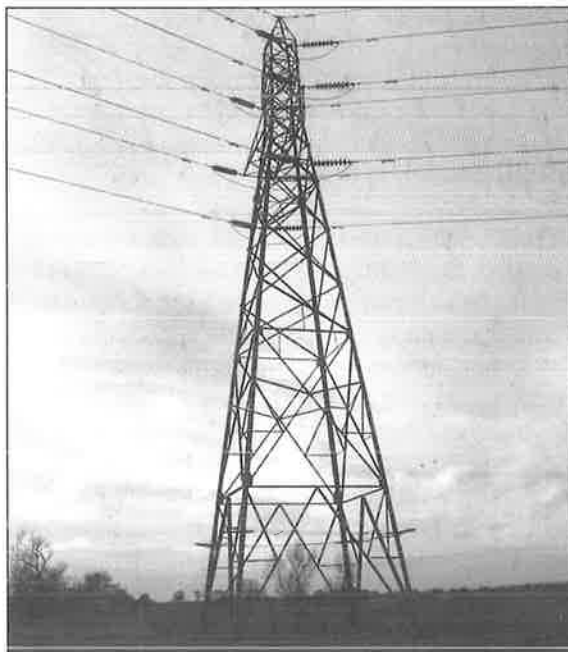
ENERGY DISTRIBUTION

7.29 Structure Plan Policy S9 requires planning authorities not to permit development unless the infrastructure required to service the development can be made available at the appropriate time. The relationship between development and energy infrastructure provision is considered below.

Electricity

7.30 There are no anticipated problems with electricity supply during the Plan Period, apart from Aylesham and the Dover area, where supplies will require major reinforcement. New infrastructure associated with the proposed expansion of Aylesham is considered in Chapter 14.

7.31 Electricity cabling is authorised by the DTI after consultation with, amongst others, the Council. The Council and the Countryside Agency are generally concerned about the impact of power lines on the landscape. The Council will press for the undergrounding of all new low voltage (132kV and under) cabling in an Area of Outstanding Natural Beauty, Heritage Coast or Special Landscape Area unless nature conservation, archaeological or recreation interests would be harmed. When undergrounding is not possible, and in instances of high voltage lines, the Council will press for cables to be sensitively located and designed to minimise landscape harm.



Electricity pylon

7.32 Dover may need a 132/33kV substation, which would require a site of approximately 0.3 Ha (0.7 acre). The supply would be distributed by existing underground 33kV cables. A site has been safeguarded on land fronting the Roman Road, to the north of the Dover-Deal railway line, and is shown on the Proposals Map. The site is well placed to serve the main distribution network and development here would minimise impact on local amenity and agricultural interests. Although there is no firm indication of the route, it is possible that the sub-station would be served by a connection from the existing overhead line at Shepherdswell. In addition, should part of the route cross the Long Hill area and the White Cliffs Business Park, which are both prominent in the landscape, the Council will seek the undergrounding of cables.

Policy ER2

Land adjoining the Roman Road at Danes Court, shown on Sheet 6 of the Proposals Map, is safeguarded for a 132/33kV sub-station.

Environmental Appraisal

The policy only has limited relationships with the Objectives. The site is beyond the urban boundary and therefore contrary to the Objectives protecting the countryside and recycling of redundant resources. However, the site is acceptable due to its proximity to the distribution network. Other locations would also be more visually damaging.

7.33 The Council considers that, in the interests of visual amenity and on the grounds of noise, new residential development, including garden land and associated open space, should be sited well away from overhead power lines and pylons/lattice towers. In judging schemes affected by such structures, the distance at which development is acceptable will depend on the overall size of the pylons/lattice towers and the physical characteristics of the site. Policies ER5 and DD1 will apply.

Gas

7.34 Gas infrastructure required for the expansion of Aylesham is considered in Chapter 14.

DERELICT AND CONTAMINATED LAND

7.35 Derelict or contaminated land is defined as land so damaged by industrial or other development that it is incapable of beneficial use without treatment. It represents an inefficient use of land - in itself a scarce resource - and, therefore, its creation must be avoided. PPG12 and PPG23 state that local planning authorities should consider the effects of pollution, which are often difficult and sometimes impossible to reverse. Structure Plan Policy ENV20 seeks to avoid or minimise pollution impacts in development. The explanatory memorandum to this policy notes that this may include attaching planning conditions to industrial processes and waste disposal, in order to reduce land contamination. Policy ER3, therefore, ensures that the after use of a particular site will be a material consideration in determining applications for development.

Policy ER3

When granting permission for development which may result in dereliction or contamination, the Council will, where necessary, seek legal agreements to ensure that provision is made for the appropriate after care of the site once an operation has ceased.

Environmental Appraisal

The policy contributes positively towards the Objectives of protecting the countryside, reducing pollution and the recycling of redundant resources. The policy is likely to work towards the Objectives of managing and enhancing habitats and protecting open spaces, but the effects are unpredictable. No Objectives are adversely affected.

7.36 Policy ER3 will act to prevent increases in the District's present stock of derelict land. This stock consists of a number of scattered ex-industrial sites, mineral workings and areas of naturally contaminated marsh gas. However, PPG12 and PPG23 also require local plans to include policies relating to the reclamation of existing derelict land. If reclaimed for new development, previously derelict land can help to reduce pressure on greenfield sites.

7.37 The reclamation of derelict land for development may not be appropriate in all cases. For example, through natural regeneration and colonisation, the colliery spoil tips at Betteshanger, Snowdown and Tilmanstone are gradually acquiring a nature conservation interest. Where these and other isolated sites are concerned, redevelopment for industry, housing or other uses may also be contrary to other policies in the Plan. Structure Plan Policy ENV14 has removed a previous strategic presumption in favour of redevelopment and, instead, now requires local plans to provide for a range of end-uses for derelict land, as appropriate.

7.38 Therefore, while the Council supports the recycling of derelict land, Policy ER4 establishes the criteria which will be applied in determining planning applications for development on land which is, or is suspected to be, contaminated. When granting planning permission for any development, the Council will consider removing permitted development rights in order to ensure safety considerations are met. Any future development could raise land contamination issues and, in considering applications, including for minor development such as porches or sheds, the Council will determine whether a detailed survey is necessary. The Council will also wish to ensure that contaminants are removed safely from the site, or that they are rendered harmless by treating them on-site with a mixing medium or that contaminants are sealed in. Uncertainty over the extent of contamination highlights the importance of early informal consultations by the developer with the Council in cases where contamination is suspected.

Policy ER4

Before determining any planning application on land which is, or can reasonably be expected to be, contaminated, the Council will:-

- (i) **require the applicant to carry out a detailed site survey and analysis to determine the presence or otherwise of hazardous substances in the soil, underlying geology and aquifers of both the application site and the area immediately surrounding it; and**
- (ii) **in cases where contamination is shown to exist, use conditions or seek legal agreements requiring appropriate measures to be taken to remove or render harmless to human health and safety and ecological interests the contaminating substances.**

Environmental Appraisal

The policy works positively towards the Objective of reducing pollution. It is likely to work towards the enhancement of habitats, but the effects are unpredictable. No Objectives are adversely affected.

7.39 The establishment of woodlands and other soft end-uses on the Betteshanger and Snowdown spoil tips, together with grant aid, is considered in Chapters 5 and 15.

AIR POLLUTION

7.40 Some pollutants are adversely affecting the world's atmosphere, with health and other consequences. This District is not immune from the effects of global warming, ozone depletion, acid rain and smog conditions. More locally, there may be problems associated with lead, carbon monoxide accumulation and ground-level ozone. Recent figures suggest that ground-level ozone in the District is among the worst in the UK¹, often equalling levels in Los Angeles². To some extent, road traffic and industry in the District are contributing to these pollution problems. Road transport is an activity largely influenced by locational patterns of development (see especially Chapter 4), though the District's strategic position as a road corridor to the rest of Europe is also important.



Town centre traffic, Dover

7.41 Industrial sources of air pollution include power stations and general industrial processes. While air pollution in existing industry is a matter for the Environment Agency and the Council's Environmental Health Division, the Plan is required by Government guidance to consider the relationship between polluting development and sensitive land uses, such as housing. PPG12 requires development plans to include policies designed to control pollution. PPG23 makes the potential generation of pollution a material consideration to be taken account of in applications for new development.

7.42 The ways in which the Plan can be used to control pollution are set out in PPG23. Essentially, development plans should act to separate incompatible uses and develop criteria by which applications for polluting development will be determined, while taking into account the extent to which they are subject to pollution control. Structure Plan Policy ENV20 requires pollution impacts to be reduced to an acceptable level, as a prerequisite to planning permission. In doing so, the Structure Plan puts the emphasis on design of plant rather than location. This recognises that the effects of air pollution are often felt some distance from their source and that an isolationist approach in such a densely developed County is not possible.

7.43 Structure Plan Policy ENV20 is sufficiently comprehensive with regard to air pollution for the Council to apply it for the purposes of development control. Close co-operation with pollution control authorities is needed to ensure that air pollution control standards are met before granting planning permission for new industrial development or changes in existing industrial processes. The advice of pollution control authorities is absolutely essential in dealing with such applications.

Air Quality Modelling

7.44 The Government's 1997 National Air Quality Strategy identified air quality as a key issue for environmental policy. It sets out the Government's policies on the assessment and management of air quality. The planning system is seen as a key means of improving air quality. The effects of new development and local plan policies on air quality can be predicted through Air Quality Modelling. The Council is in the process of developing such a model. The model will then be used to assess the effects of Development Plan policies on air pollution and used as part of the Environmental Appraisal. The model will also be used to predict the effects of new developments on air quality and, if the results warrant it, will be used to justify refusals.

7.45 The Council will make use of existing monitoring work carried out by the Kent Air Quality Partnership, its Environmental Health Division and other agencies to compile monthly reports on air quality in the District.

NOISE POLLUTION

7.46 Noise can affect human and animal health, and have a direct impact on local amenity. Resolving existing noise problems is the responsibility of the Council's Environmental Health Division. However, the planning system is the most appropriate mechanism for dealing with potential noise problems from the outset. The control of noise in new development has, therefore, been made a material planning consideration in PPG1 and in PPG24 on Noise. The possibility of controlling noise through the use of siting and design conditions in planning permissions is suggested in the explanatory memorandum to Structure Plan Policy ENV20 on pollution.

7.47 The Plan needs to provide for both noisy activities and noise sensitive development. Applications for the former will be subject to noise limits imposed on a case-by-case basis. PPG24 provides guidance on these and the Council will rely on the advice of its Environmental Health Division, when such applications are concerned. Policy ER5 provides the framework under which applications will be assessed and takes account of the cumulative effects of noisy activities through an incremental rise in ambient noise levels.

7.48 In considering applications for noise sensitive development, the Council will not permit such uses where they are likely to suffer unacceptable levels of noise either now or in the future. In doing so the Council will apply the noise exposure categories set out in PPG24. Where levels are exceeded and can not be overcome by suitable mitigating measures, applications will be refused. It is, therefore, necessary to take account of site noise exposure at the time of application and any foreseeable changes to this. Due to the variable noise levels associated with industry, applications for noise sensitive development near existing industrial estates will continue to be assessed on their merits. Assistance from the Council's Environmental Health Division will be essential.

Policy ER5

Proposals for the following developments will not be permitted unless the applicant can demonstrate that, following site surveys and analysis, suitable mitigating measures can be carried out to ameliorate problems associated with noise:-

- (i) noise creating development, which by itself or in association with other noise sources, is likely to cause either actual or future degradation to the amenity of noise sensitive uses in the vicinity;**
- (ii) noise sensitive development likely to suffer unacceptable amenity degradation through actual or future noise pollution levels from noise creating uses in the vicinity.**

Environmental Appraisal

The policy positively contributes towards the Objectives of protecting the countryside and reducing pollution. No Objectives are adversely affected.

7.49 The noise mitigation measures referred to in Policy ER5 may include siting, layout and landscaping requirements, the use of acoustic barriers and the installation of sound reduction and insulation features. In cases where the Council is not the planning authority responsible for giving planning permission - for instance, where improvements to the primary and secondary route network are proposed - the Council will, nevertheless, seek the protection of local residential and general amenity.

LIGHT POLLUTION

7.50 Lighting is important for safety, especially where traffic and security arrangements are concerned. However, a proliferation of lighting schemes can lead to problems of skyglow at night - a form of visual pollution. The invasive nature of light can disturb the amenity of residential areas, and harm the character of villages and the countryside. Light pollution also represents wasted energy and is an inefficient use of scarce resources. In most instances, these problems are caused by wasteful, poorly designed and misdirected lighting.

7.51 Existing light pollution is not categorised as a statutory nuisance, but there is an opportunity for the Plan to influence the design of lighting schemes associated with new development. PPG23 requires local planning authorities to take harmful emissions of light into account in preparing development plans. The preamble to Structure Plan Policy ENV20 suggests that the reduction of light pollution in new development projects is one way of minimising the risk of pollution.

7.52 Policy ER6 establishes a basis for promoting the use of more sensitive lighting in new development which, in the long term, should assist in reducing energy consumption, disturbance to neighbouring properties and loss of the night sky. Lighting units should illuminate the object or place intended. This can be achieved through a combination of design, siting and output. In design terms, styles which cause light spill will be unacceptable. However, this can usually be overcome by using full cut-off lanterns which direct light downwards. In requiring full cut-off lanterns there is a need to be aware of the surface material from which the light will be reflected. In implementing Policy ER6, the Council will use the standards set out by the Institute of Lighting Engineers and will not grant permission for developments involving external lighting, such as flood lighting or street lighting, which do not use full cut-off lanterns. Conditions may be used to control the type of lighting and hours of use.

Policy ER6

Proposals for development which entail:

- (i) **advertisement illumination will not be permitted unless units are well directed and not excessive for the task;**
- (ii) **external lighting will only be permitted where full cut-off lanterns are used, unless Historic Environment interests indicate otherwise.**

Environmental Appraisal

The policy works positively towards the Objectives of protecting the countryside and historic environment, reducing pollution and energy efficiency. The policy is also likely to be positive in enhancing and managing species and landscapes, although the exact effects are unpredictable. No Objectives are adversely affected.

7.53 Road lighting is a matter for the County Council and the DTLR. As part of its consultation role, the Council will encourage these agencies to adopt sensitive lighting schemes where new roads or replacement lighting projects are proposed. Footpath lighting is a responsibility of the District and Parish Councils, but carried out by the District Council. To minimise light pollution, the District Council will seek to use best practice in footpath lighting.

WASTE MANAGEMENT

7.54 Wastes are produced by a variety of domestic, commercial, construction, industrial and agricultural activities. Only some types of wastes are controlled through the provisions of the Environmental Protection Act 1990. The management of these wastes is the responsibility of waste collection authorities (including the District Council) and waste regulation and disposal authorities (County Council and the Environment Agency).

Collection

7.55 The Council collects and transports domestic and commercial refuse to the County's Bulk Transfer Stations at Whitfield and Hawkinge. The collection process represents the best opportunity for the separation of waste for recycling. The Council has produced a range of waste management policies in line with Government strategies and County plans. The statutory recycling targets for the District are for 2003/4, 10% and 2005/6, 18%.

7.56 To help achieve this target, the Council is establishing an ever growing network of can, glass, paper and textile recycling centres, and is running composter bin trials. Most recycling centres are grouped in Council-owned or supermarket car parks, where permitted or ancillary use rights often prevail and planning permission is not required. Other types of waste are collected by private companies such as scrap merchants, vehicle breakers and demolition contractors for processing, storage and resale. These companies perform a valuable service in reducing the demands placed on virgin resources, but their activities usually require some form of control to preserve neighbouring amenity.

7.57 Policy ER7 provides for the Council's commitment to pursuing its own recycling initiatives and for proposals from the private sector, while setting out the criteria by which recycling proposals requiring permission will be judged.



Waste Transfer Station, Whitfield

Policy ER7

Proposals for recycling centres will be permitted provided that they can be shown to satisfactorily address:-

- (i) convenience to the public;**
- (ii) visual amenity;**
- (iii) impact on local residents due to noise and other disturbance;**
- (iv) traffic and highway safety; and**
- (v) the ability of collection vehicles to operate effectively.**

Environmental Appraisal

The policy contributes toward the Objectives of protecting the countryside, reducing pollution, energy efficiency and recycling resources. The policy may conflict with the Objectives of enabling renewable energy generation and enhancing habitats, although the exact effects are difficult to predict.

7.58 Policy ER7 caters for recycling proposals as and when they arise. The types of facilities established so far are not generally located in residential areas close to where people actually live. Those members of the community without access to cars can be denied the opportunity to recycle their refuse. Therefore, the Council will encourage the provision of facilities in new developments.

Processing and Disposal

7.59 The County Council is responsible for the strategic planning of waste sites and the determination of development proposals whilst the Environment Agency is responsible for site licensing and on-going monitoring of individual sites. The Structure Plan sets the context for the County's preparation of a Waste Local Plan. In line with the Structure Plan, the Kent Waste Local Plan discounts landfill as a long term disposal option. The Kent Waste Local Plan, nevertheless, acknowledges that there may be circumstances where a need can be demonstrated. The Council has a long-standing objection to the use of Tilmanstone colliery spoil tip for landfill. The Richborough landfill closed in August 1994.

7.60 The Waste Local Plan gives priority to reduction, re-use, recycling and incineration of waste. In order to achieve these aims, the Waste Local Plan identifies:-

- (a) land at Richborough adjacent to the landfill as a suitable location for the preparation, for re-use, of demolition waste and spoil material (Policy W7(1));
- (b) land at Richborough and the existing Bulk Transfer Stations at Whitfield and Hawkinge as suitable locations for the separation and transfer of degradable industrial waste and domestic refuse (Policy W9); and
- (c) adding a combined refuse incinerator and power generator to Richborough Power Station (Policy W11).

7.61 The District Council supports, in principle, these proposals outlined in the Waste Local Plan but, as a consultee, it will seek to ensure that all environmental concerns are satisfied.

MINERAL EXTRACTION

7.62 The County Council, as mineral planning authority, has adopted a Minerals Local Plan for Kent. It comprises three parts; the Brickearth and Construction Aggregates, the Chalk and Clay, and Oil and Gas sections. The Structure Plan establishes the context for the preparation of the Minerals Local Plan. It acknowledges that the need to exploit the County's mineral reserves will remain, but makes clear that, in

some cases, the maintenance of a land bank will not be possible due to constraints on development in the countryside. Structure Plan Policy NR6 sets out the criteria by which applications for mineral extraction will be considered.

7.63 The Construction Aggregates section of the Plan identifies the following proposals in the District:-

- (a) the expansion of existing mineral importation facilities at Dover Western Docks and Port Richborough (Policy CA4);
- (b) the development of processing and dispatching facilities at Stonar Cut and on land to the north of the Richborough landfill, associated with extensive underground limestone mining beneath the Ash Levels (Policies CA4 and CA13); and
- (c) the use of substitute and recycled materials such as colliery spoil or minestone (Policy CA5).

7.64 Neither the Brickearth nor Chalk and Clay sections of the Plan identify any sites for development. The Council will seek to ensure that the effects on landscape, nature conservation and local amenity are taken into account in drawing up proposals.

7.65 Although the Oil and Gas section contains no specific sites for development, an exploration licence covers most of the District. The Licence grants sole rights to search for oil and gas for a period of six years. It permits the holder to carry out seismic investigations, to drill deep exploratory boreholes and to test any discovery for a period not exceeding four days. Should oil or gas be discovered in the District, development for onshore oil or gas fields will be judged against the policies in the Oil and Gas section of the Plan and the Council will seek to ensure that any development includes stringent environmental safeguards. Proposals for refineries would be considered against the policies in the Dover District Local Plan.

REFERENCES

¹*Ozone in the United Kingdom 1993, UK Photochemical Oxidants Review Group 1993*

²*Elements, Summer 1994, Kent County Council*

Chapter Eight

DEVELOPMENT AND DESIGN

Chapter Eight

DEVELOPMENT AND DESIGN

INTRODUCTION

8.01 The Council is committed to improving the overall quality of the District's built environment. It is supported by the Government through, in particular, PPG1, which requires the Council to consider design matters. This chapter sets out the general criteria for the design of new development in the District. Development affecting buildings and areas of historic or architectural interest is considered in Chapter 9, while additional design policies for the planned expansion of Aylesham are considered in Chapter 14.

Applying the Plan's Aims and Objectives

8.02 The siting and design of development can further sustainability (Aim 1) in several ways. For example, the orientation of buildings and materials used can save energy through lower heating costs (Objective 5), design flexibility can lengthen the useful life of a building (Objective 7) and consideration of the amenity value of open space is a design issue (Objective 3).

8.03 An attractive built environment not only provides a better quality of life for local people, it also encourages visitors and investors. In this way, design can support Aim 2, especially Objective 21.

8.04 Physical access to buildings and the spaces between buildings affect people's ability to use the environment. In line with Aim 3, design can be used to help achieve greater accessibility (Objective 22) and create a better quality environment (Objective 23).

Development and Design Strategy

8.05 Based on the Aims and Objectives, the Plan's Development and Design Strategy will seek to:-

- (a) create a more sustainable pattern of development;
- (b) improve the general attractiveness of the District's built environment, by encouraging a high standard of design for all development;
- (c) promote the issues of safety and accessibility in all development;
- (d) encourage energy efficient development; and
- (e) use design to help minimise the harmful environmental impacts of development.

8.06 The ability of the Plan to fully implement this Strategy is limited. For example, improving the overall quality of development is a very long term goal, and planning control over matters such as energy and accessibility standards for new buildings are limited. Nevertheless, the Plan can directly influence the design of new development and, together with other Council functions, especially Building Control, encourage developers to adopt good practice to meet accessibility and energy efficiency objectives.

GENERAL DESIGN CRITERIA FOR NEW DEVELOPMENT

8.07 This set of design criteria is not intended to stifle originality and initiative. Rather, it forms a broad framework within which ideas can be developed. This will help places evolve, improve and benefit the local community. In order to protect, enhance and create an attractive built environment, the Council will expect proposals to take account of the following:-

- (a) The pattern and role of space between buildings should be considered. Existing functions and activities must be respected where they contribute to environmental quality and sense of place. Introducing beneficial new functions and activities should also be considered.
- (b) The siting and scale of new buildings in relation to those existing.

- (c) Architectural styles should respect the surroundings. Mixing different styles successfully is extremely difficult and should normally be avoided.
- (d) Functional needs of new development such as accessibility, particularly for people with physical or sensory disabilities, future adaptability to lengthen a building's life, car and cycle parking and playspace must be taken into account and should be considered an integral part of the design.
- (e) Hard and soft landscaping should be considered an integral part of the design.
- (f) Landscape character should be respected. This includes the prevailing landform as well as landscape features such as trees and hedgerows. For example, using sloping or undulating ground as an element in the creative process rather than levelling inconvenient changes in height.
- (g) External materials should be appropriate to their surroundings.
- (h) The layout of buildings, private gardens and grounds, open spaces, footpaths, cycleways, parking and roads should be both functionally and aesthetically well designed and made to help reduce the fear and risk of crime.
- (i) Environmental impacts such as air, water, light and noise pollution should be anticipated and overcome.
- (j) Privacy and general amenity should be safeguarded from, for example, overlooking or overbearing impacts.
- (k) Energy efficiency measures should be considered in the design and layout of development. Opportunities for maximising solar gain should be achieved through the use of solar panels, glazing and orientation. High wind speeds around development, which can contribute to heat loss, should be minimised by considering the landform and prevailing landscape features including the need for new landscaping.



The character of this area of Sandwich owes much to the spaces between the buildings

3.08 Further design guidance will be provided in a 'Dover Design Guide'. Once adopted by the Council, this document will be supplementary to the policies in this chapter. 'Kent Design', produced jointly by Kent County Council and the District Councils provides design guidance, the DTLR and CABE's 'Better Places to Live' and the former Department of the Environment's and Department of Transport's 'Places, Streets and Movement - a Companion Guide to Design Bulletin 32', which considers residential roads and footpath layouts.

Policy DD1

Proposals for development will not be permitted unless they are acceptable in terms of:-

- (i) layout and functional needs of the development;**
- (ii) siting, massing and scale of new buildings;**
- (iii) architectural style and materials;**
- (iv) spatial and visual character of the surrounding area;**
- (v) landform and landscaping;**

Continued

- (vi) **privacy and amenity, including the avoidance of pollution;**
- (vii) **crime prevention measures; and**
- (viii) **energy efficiency.**

Environmental Appraisal

The policy strongly supports the Objectives of limiting increases in pollution levels, energy efficient development and the generation of energy from renewable resources. No Objectives are adversely affected.

Energy

8.09 Energy conservation and the use of renewable energy sources will help reduce global warming and the demand for non-renewable energy (see also Chapter 7). New dwellings and conversions to dwellings are required to meet an energy rating standard - known as the Standard Assessment Procedure (SAP). An acceptable SAP rating, which is administered as part of the Council's Building Control function, depends on a range of energy conservation measures being adopted.

8.10 The layout, and design of new development can make a positive contribution to energy conservation. For example, the main renewable energy source is heat from sunlight. Through careful positioning and design, the sun's heat can be trapped. Similarly, the micro-climate around buildings needs to be considered, as the use of windbreaks in exposed locations saves heat. Energy saving and lighting is considered in Chapter 7.

8.11 A more active means of tapping the sun's energy store is provided by the use of solar panels (see also Chapter 7). Their wider use is encouraged, particularly in new buildings where panels are incorporated at the design stage. Planning permission is not always required but, when it is, the Council will have regard to conservation, design and amenity considerations. In conservation areas and on listed buildings, solar panels will only be acceptable if they are located either behind a parapet on a flat roof or within hidden valley slopes of pitched roofs - so that the panels cannot be seen from the ground.

8.12 Heat loss from buildings also needs to be minimised. This can be achieved by using particular construction methods and materials. However, the Council's Building Control function will encourage the adoption of higher insulation standards than the required minimum.

8.13 In large schemes, the Council will expect applicants to consider the feasibility of introducing Combined Heat and Power/District Heating and heat recovery/ventilation systems at the design stage.

Policy DD2

Permission for the installation of solar panels will be granted provided that the proposal does not result in a change in the appearance of the property which is detrimental to its character or to the character of the surrounding area.

Environmental Appraisal

The policy strongly supports the Objectives of more energy efficient development, the generation of energy from renewable resources, limiting increases in pollution levels and protecting and enhancing the historic environment. No Objectives are adversely affected.

8.14 Access affects everyone, not just those with a physical or sensory impairment. PPG1 firmly establishes accessibility as a planning issue, and affirms that its concern extends beyond entry to buildings to include the ease of movement within them and the spaces between them. Consequently, the Council will seek to ensure that 'mobility features', such as dropped kerbs, are included in development proposals. Chapter 4 considers access and mobility in more detail. Such measures not only help the disabled but ease the movement of all, ensuring that everyone in the community has equal access to, and use of, the full range of facilities being planned. The Council's Access Officer will be pleased to advise on best practice.



Wheelchair/pushchair ramp

8.15 Current legislation on access is designed to benefit the disabled and is concerned with buildings. Developers have a statutory responsibility to provide for disabled people under the Chronically Sick and Disabled Persons Act 1970 (as amended) and Building Regulations when carrying out particular types of development.

8.16 Where these provisions do not apply, the Council will follow the advice of its Access Officer and DETR Circular 10/82 in forming a view on applications for planning permission. The Circular enables the Council to require facilities for the disabled in developments for use by the public. These facilities are also much appreciated by the elderly, and by people with prams and pushchairs. Planning permission will normally be refused if these facilities are not provided. However, the Council recognises that historic sites may have particular constraints which restrict the level of access possible. Chapter 10 considers the housing needs of the disabled.

Policy DD3

Proposals for development, which involve public use, will only be permitted if adequate arrangements are made to allow access by all people, unless the historic environment would be adversely affected.

Environmental Appraisal

*The policy strongly supports the Objective of protecting and enhancing the historic environment.
No Objectives are adversely affected*

RESIDENTIAL DEVELOPMENT

8.17 A major part of anyone's life is spent in or around the home. Dwellings take more land than any other use and comprise the bulk of any built up area. Accordingly, the siting, layout and design of new dwellings, the spaces around them, and proposals for alterations and additions play a very important role in the quality of life of local people. The following specific guidance supplements the general design principles set out in paragraphs 8.07-8.16.

Private Garden Space

8.18 The Council considers that a private garden makes a vital contribution to family leisure activities and quality of life. Private garden space is also important to the visual quality of an area. An attractive and distinct residential character can be formed wholly or in part by the size, form and layout of the gardens surrounding the properties. As well as providing spaces between buildings, they can also provide opportunities for landscaping and planting all of which can enhance the appearance of an otherwise built up area. All family dwellings, defined as dwellings with two or more bedrooms, must have adequate private garden space. The Council will adopt the following criteria in assessing private garden space in proposals for family housing:-

- (a) Privacy. This is achieved through a combination of remoteness and screening. Remoteness refers to the separation of dwellings from each other to prevent significant overlooking, while screening up to eye-level can be achieved by the use of design elements and landscaping. Trees help screen above eye-level.
- (b) Enclosure. Whereas a certain amount of enclosure is necessary for privacy and security, this should be done in moderation to prevent a visually oppressive or compound-like space. Similarly, an excessive sense of enclosure should not result from neighbouring property or natural features such as trees.
- (c) Accommodating domestic activities. Sufficient space must be available to provide an area for drying clothes, storage space and an usable amenity area. The last should be large enough to enable people to sit outdoors in privacy, grow plants, house pets and allow children to play.
- (d) Respecting and enhancing visual quality. Garden space should be provided which respects the prevailing character of the area as shaped by the size, form and layout of garden areas. This includes the role of garden space in providing gaps between dwellings and between the front of the dwelling and the highway. Gardens should also be of a sufficient size to allow for landscaping and new tree planting without the risk of damage by tree roots to the foundations of dwellings.

8.19 The size of private garden space will need to reflect the size and needs of the dwelling concerned, its relationship with existing and proposed neighbouring properties and the character of the surrounding area. The Council will produce further guidance, which will be a material consideration when determining proposals under Policy DD4.

Policy DD4

Proposals for family dwellings will only be permitted where private garden and amenity space is provided commensurate with the size of the dwelling, the character of its surroundings and the protection of amenity interests of prospective and neighbouring occupiers.

Environmental Appraisal

The policy supports the Objective of protecting and enhancing the historic environment. No Objectives are adversely affected.

Playspace

8.20 Children's playspace requirements are considered in Chapter 12 and Appendix 2.

Small Sites and Infilling

8.21 Small sites often become available for development in urban areas. They are difficult to define precisely but may be seen as filling gaps in an otherwise complete residential environment. In villages (as identified in Chapter 10), infilling is defined by the Structure Plan as the completion of an otherwise substantially built up frontage by the filling of a narrow gap capable of taking only one or two dwellings.

8.22 However, this does not mean that all gaps falling within these broad definitions are suitable for development. Indeed, not all sites within identified village confines will be appropriate for development. Spaces in built up areas are fundamental to environmental quality and identity. In rural areas, gaps may emphasise a village's rural location and character by giving views of the countryside.

8.23 In sustainability and strategic terms, where a greater density of development is possible in an urban area, the best use should be made of urban land. However, it is undesirable to overcrowd an area, or destroy its visual harmony and character through ill-conceived building - a process known as town-cramming. Development of public and private open space, including the subdivision of an existing private garden space, will not be permitted where the prevailing spatial character of the area is harmed or environmental quality adversely affected.

8.24 Where infilling or development of a small site is allowed, respect must be given to the character of the immediate surroundings.

Policy DD5

Proposals for infilling or development of a small site will be permitted provided they:-

- (i) are consistent with the spatial and visual character of the area; and**
- (ii) respect the style, scale and amenity of adjoining properties.**

Environmental Appraisal

The policy supports the Objective of protecting and enhancing the historic environment. No Objectives are adversely affected.

Backland Development

8.25 Backland development typically involves subdividing the curtilage of an existing dwelling to create a site at the rear. The new site may share its access with the existing dwelling and is often such a distance from the highway, that adequate arrangements for refuse collection and emergency vehicles cannot be made.

8.26 This type of development can result in unacceptable levels of noise, disturbance and loss of privacy. This is due to inadequate separation between the existing and proposed dwellings, and over-concentration of activity. New buildings can cause a loss of visual amenity, as they seldom relate to the existing pattern and style of development. The loss of private garden space can also detract from the visual and spatial character of the area. However, with careful design, there may be instances when these problems can be overcome.

Policy DD6

Backland development will not be permitted unless:-

- (i) proposed and existing properties will not suffer a loss of amenity through noise, disturbance, overlooking, an unacceptable sense of enclosure or degree of overshadowing;**
- (ii) the proposed development would not adversely affect the visual or spatial character of the area; and**
- (iii) adequate access arrangements can be made, including that for refuse collection and service vehicles.**

Environmental Appraisal

The policy works towards the Objective of protecting and enhancing the historic environment. No Objectives are adversely affected.

Replacement Dwellings in the Countryside

8.27 To protect rural areas from general development, replacement dwellings will not be acceptable unless the existing dwelling is a permanent structure in lawful residential use, is capable of continued residential use with the benefit of permitted development rights and is neither of architectural nor historical interest.

8.28 If all the above tests are satisfied, the size and prominence of the replacement dwelling need to be considered. The siting, scale or site coverage of new buildings must not dominate or be unduly prominent in the local landscape. The proportions and footprint of the existing dwelling will be taken as a guide. The Council will also consider the possible effect of several replacement dwellings being built in the area, as the countryside's appearance could be significantly changed by cumulative development. These considerations are particularly important in the Area of Outstanding Natural Beauty and Special Landscape Areas.

8.29 Ancillary buildings often accompany the existing dwelling. These can be in a poor state of repair and in positions which detract from the appearance of the countryside. To remedy this, the Council will seek measures to ensure that this type of building is removed from the site before any replacement dwelling is occupied.

Policy DD7

Proposals for replacement dwellings in the countryside will not be permitted unless the existing dwelling is:-

- (i) a permanent structure in lawful residential use;**
- (ii) capable of continued residential use with the benefit of permitted development rights; and**
- (iii) of no architectural or historical value.**

And its replacement:-

- (iv) will not detract from the character of the surrounding area;**
- (v) is appropriate in its siting, scale and site coverage having regard to the existing dwelling; and**
- (vi) is acceptable in the materials, style and form of construction.**

Legal agreements will be sought or conditions imposed to secure the removal of the existing dwelling and any existing unsightly ancillary buildings.

Environmental Appraisal

The policy strongly supports the Objective of protecting the countryside from development. It works against the Objective of recycling redundant resources before new resources are exploited

Domestic Extensions and Ancillary Development

8.30 Domestic extensions and free standing buildings, which are closely related, make up a high percentage of all development. Such development must be well-designed to protect residential character and amenity. Although the wide variety in design, size and location of dwellings means that each needs to be considered individually, the following general principles apply to all proposals:-

- (a) the proposal must be sympathetic in scale, massing and form to the existing dwelling and the surrounding properties;
- (b) materials for walls and roof, and the window pattern must, as far as practicable, be consistent with the existing dwelling;
- (c) the conversion of roof spaces into living accommodation will only be acceptable if dormer windows do not exceed the ridge height and are in proportion with the existing roof form;

- (d) replacement of roof structures to permit living accommodation may be acceptable if the finished ridge height reflects adjoining dwellings and is in keeping with the proportions of the rest of the existing dwelling;
- (e) extensions to dwellings with pitched roofs should also have a pitched roof unless specific circumstances warrant otherwise, for instance, if it is an extension to an existing flat roofed extension, or the extension is very small or unobtrusive;
- (f) a significant loss of privacy through overlooking must not result;
- (g) an unacceptable degree of overshadowing or sense of enclosure to other property must not result - a 45° Code will be used to assist in assessing this and will be detailed in the 'Dover Design Guide'; and
- (h) there must not be a significant loss of garden space so as to adversely affect the spatial character of the area.

8.31 Extensions or ancillary building must not adversely affect the appearance and amenity of the surrounding area. In the countryside, Structure Plan Policy RS5(iv) allows for the modest extension of a dwelling. The definition of modest will depend on individual circumstances and advice on this is found in the supporting text to that Policy. Therefore, in addition to the design requirements set out in paragraph 8.30, proposals for extensions in the countryside must also have particular regard to the:-



Domestic extension giving appearance of a 3rd cottage

- (a) present size of the dwelling;
- (b) degree to which extensions may result in intensification of use;
- (c) effect on the dwelling's appearance, and its setting and prominence in the landscape;
- (d) need to conserve the landscape;
- (e) adequacy of the existing accommodation; and
- (f) role of the extension in the reasonable enjoyment of the dwelling and any other special needs the occupant may have.

8.32 Particular care must be taken within the Area of Outstanding Natural Beauty, where Policy DD20 also applies.

Policy DD8

Proposals for extensions and ancillary buildings to residential property will be permitted provided they:-

- (i) are acceptable in design, scale, massing and form;**
- (ii) are constructed from materials respecting the existing dwelling;**
- (iii) are of an acceptable site coverage; and**
- (iv) do not result in the loss of residential amenity to neighbouring property.**

Additionally, proposals in the countryside should not adversely affect the character or setting of the countryside.

Environmental Appraisal

No Objectives are affected.

Accommodation for Dependent Relatives

8.33 In cases of dependency, there is often a need for people to live as an extended family and/or for special facilities to be provided as part of the home. This is often accompanied by a desire to retain some level of independence.

8.34 Assuming that the extension meets the criteria in paragraphs 8.30-8.32 and is of a size appropriate to the needs of the occupier, accommodation for dependent relatives would be acceptable, provided an entirely independent dwelling does not result once the need has ceased. An independent dwelling would require its own private garden space, access arrangements and car parking, and would be likely to result in an over-intensive use of the site. Occasionally, it is proposed to erect or convert a free standing building within the curtilage of a dwelling to meet the needs of a dependent. This is more likely to result in an independent dwelling, which could be injurious to the character and amenities of the area in which it is situated. Where such accommodation is proposed, it should first be established that an appropriate level of accommodation cannot be provided as an extension to the main dwelling.

Policy DD9

Accommodation for dependent relatives will not be permitted unless:-

- (i) it is acceptable within the terms of Policy DD8;**
- (ii) it is of a size and design appropriate to the needs of the intended occupant; and**
- (iii) it is designed and located so as to revert to single family accommodation as part of the main dwelling once the need has ceased.**

Conditions will be imposed on any planning permission to ensure that an independent dwelling does not result.

Environmental Appraisal

The policy supports the Objective of restricting development in rural settlements other than very limited housing development or development to meet proven local social and employment needs. No Objectives are adversely affected.

8.35 A caravan or mobile home can be sited in a dwelling's garden and used as ancillary accommodation to that dwelling without the need to make a planning application. However, if the caravan or mobile home is used in a significantly self-contained way an application will be needed; but only in very exceptional circumstances will permission be granted. This exception may be made if the occupation of the mobile home would only be for a short period, for example, if the occupant will be moving to alternative accommodation or medical evidence indicates that the need is unlikely to be long-term. Any such accommodation must be carefully sited to prevent it being visually intrusive and causing disturbance to nearby residents.

Policy DD10

Self-contained temporary accommodation for dependent relatives will only be permitted if:-

- (i) a need can be established;**

Continued

- (ii) it would not be practicable to extend the main dwelling house on the site;
- (iii) it would be of a size appropriate to the needs of the intended occupant;
- (iv) the temporary accommodation would not adversely affect the character of the area in which it is situated;
- (v) a loss of amenity to nearby residents would not result; and
- (vi) the temporary accommodation is removed as soon as the need ceases.

Environmental Appraisal

The policy supports the Objective of restricting development in rural settlements other than very limited housing development or development to meet proven local social and employment needs. It is likely to work against the Objective that development be more energy efficient

Crime Prevention

8.36 Crime prevention has been established as a planning matter by Circular 5/94. The layout and design of residential development must take the security of people and property into account.

8.37 In assessing the security aspects of a proposed residential development, which incorporates a new road, the Council may consult the Kent Constabulary Architectural Liaison Officer. The Police's 'Secured by Design' initiative provides guidance on good practice. For example, residents should be able to see visitors and control access to their premises, and footpaths and roads should be open to view, lit at night and should not provide hiding places. However, such measures should be incorporated without compromising other design principles.

Policy DD11

Proposals for new dwellings will not be permitted unless the layout incorporates measures to protect the security of people and property. Such measures must be acceptable in design, historic environment and transport terms.

Environmental Appraisal

No Objectives are affected.

COMMERCIAL DEVELOPMENT

8.38 The appearance of commercial buildings can be a cause for concern because of their:-

- (a) favoured locations being on prominent sites close to major roads;
- (b) scale, simple and regular geometry and lack of detailing;
- (c) finishes complying rigidly with a corporate image;
- (d) need for large areas of car parking and sometimes open storage/workspace; and



Commercial building designed in keeping with rural setting

- (e) street elevations, which do not always incorporate windows and doors, and the effect of this on street activity.

8.39 In addition to the design considerations set out in paragraphs 8.07-8.16, the following specific criteria will apply to proposals for commercial development:-

- (a) the scale and character of the building should be carefully considered against the area in which it is set;
- (b) efforts should be made to break up the geometry of the building to avoid visual monotony by, for example, varying roof lines, landscaping, screening, earth bunding, and careful use of detailing and different finishes;
- (c) detailing should be used to avoid large expanses of featureless wall;
- (d) large areas of cladding, such as steel sheeting, must be avoided as they can cause the same problems as the lack of detailing on external walls. Cladding is generally unacceptable as a means of advertisement and can be unnecessary if not an integral part of the building's design. Brightly coloured materials may also be unacceptable if the building occupies a visually sensitive position, for example, near residential property, on a prominent site or in a conservation area; and
- (e) large areas of car parking, open storage or workspace are likely to be visually intrusive. Therefore, it is important to screen them and, in the case of car parking areas, to break them up by landscaping. Such landscaping should be an integral part of the design process.

8.40 In addition to these considerations, commercial development must not otherwise prejudice the amenity of nearby residential property through noise and other forms of pollution, proximity or design. Crime prevention measures should be incorporated and developers are advised to take advantage of the Police's 'Secured by Design' initiative, which provides advice on best practice.

8.41 Policy DD12 applies to the design of new commercial development. Chapter 3 considers the locations where such development may be acceptable.

Policy DD12

Where development is acceptable, proposals for commercial buildings will be permitted provided they:-

- (i) **respect the scale and character of the surroundings;**
- (ii) **avoid monotonous geometry and / or finishes, particularly to elevations in prominent positions;**
- (iii) **incorporate comprehensive landscaping, particularly to screen car parking and any outdoor storage/works areas;**
- (iv) **incorporate crime prevention measures, including the avoidance of dead street frontages; and**
- (v) **do not prejudice the amenity of nearby residential occupiers.**

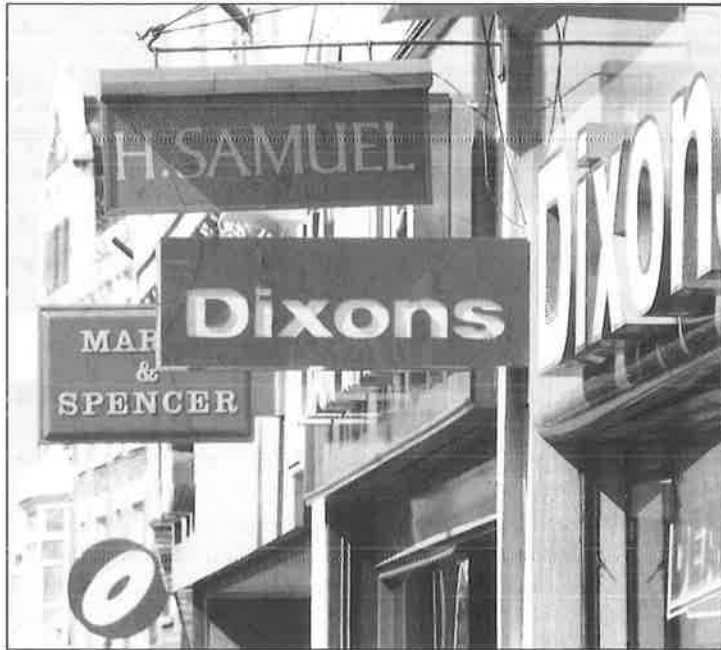
Environmental Appraisal

No Objectives are affected.

ADVERTISEMENTS

8.42 Advertisements are a major part of the street scene. They influence an area's character by drawing attention to a building, service, product or other activity. As a result, there is great potential for ill-conceived ideas to detract from the quality of the environment.

8.43 The Town and Country Planning (Control of Advertisements) Regulations 1992 exempt a variety of advertising material from the need for the Council's consent. These categories are given in Schedule 3 of the Regulations (the Specified Classes). However, the Council can take action against advertisements which are detrimental to amenity or are dangerous. When the Council's consent is required, control may only be exercised 'in the interests of amenity and public safety'.



High Street advertisements

8.44 Advertisement proposals are covered by the Advertisement Regulations and not the Town and Country Planning Act. Therefore the reference in paragraphs 1.15 and 1.16 to decisions having to be made in accordance with the development plan unless material considerations indicate otherwise, does not apply to policies DD13 to DD16. Their inclusion in the Plan as Council policy however, accords them greater weight as a material consideration.

Business Premises

8.45 Signs on business premises serve an important commercial purpose but must respect the area in which they are to be displayed. Signs must also respect the architectural composition, style and materials of the building to which they are attached and any features and detailing. These criteria will dictate size and placing, and will apply to fascia signs in particular.

8.46 Projecting signs should not hang below a point 2.5m. (8 ft.) from footway level, be sited laterally less than 0.6m. (2 ft.) from the carriageway or conceal traffic signs. In general, signs should be restricted to ground floor level unless they relate to a business operating solely from upper floors.

8.47 As a rule, the form and content of advertisements should be kept to a minimum. Large numbers of signs should also be avoided since they are likely to cause an unsightly clutter on a building. Equally, forecourt advertising should be kept to a minimum and be of a size and prominence appropriate to the area.

8.48 Special care is required for advertisements on, or associated with, listed buildings and in conservation areas. In some cases, listed buildings are used for commercial purposes, such as shops and offices, and signs or other forms of advertisement will be needed. Advertisements must be designed and attached in a way that respects the building's character and the area in which they are located. Traditional materials should be used when dealing with traditional buildings. Modern approaches, such as internally illuminated perspex box signs will not be acceptable.

8.49 In conservation areas, it is particularly important that designs and materials reflect the character of the particular conservation area. There is no standard pattern for this as the District's conservation areas vary widely in their character. Nevertheless, detailed guidance is desirable and the Council has published a leaflet entitled 'Design Guide No. 2: Shop Signs in Conservation Areas'. Contemporary approaches, such as perspex, may be unacceptable. Where illumination is appropriate, halo, trough or spot-lighting may be acceptable. This Guidance will be a material consideration when considering proposals under Policy DD13.

Policy DD13

Proposals for advertisements on business premises will only be granted express consent provided they:-

- (i) respect the architectural style, composition and materials of the building to which they are attached;**
- (ii) respect any features or detailing of the building to which they are attached;**
- (iii) do not detract from the character of the area in which they are situated; and**
- (iv) do not prejudice public safety.**

In addition, advertisements will not be granted express consent if they would detract from the particular character of conservation areas and listed buildings by virtue of their design, size, position, material, method of illumination and cumulative impact.

Environmental Appraisal

The policy is likely to work towards the Objective of reducing pollution. It also supports the Objective of more energy efficient development. No Objectives are adversely affected.

8.50 Illuminated advertisements generally require consent. These signs can be intrusive, and cause distraction and nuisance, depending on their location and level of luminance. They are especially inappropriate on listed buildings, in residential areas or close to residential property in other locations. The method of illumination chosen is also important, since some types of sign may be inappropriate to the character of the building to which they are attached. The Council will apply the standards for luminance set out in the Association of Public Lighting Engineers Technical Report No. 5 'Brightness of Illuminated Advertisements'. Other aspects of light pollution are considered in Chapter 7.

Policy DD14

Pursuant to Policy DD13, proposals to illuminate or for illuminated advertisements will not be granted express consent if they harm amenity and public safety, and will only otherwise be granted express consent where they comply with the standards set out in the Association of Public Lighting Engineers Technical Report No. 5.

Environmental Appraisal

The policy is likely to work towards the Objective of reducing pollution. It also supports the Objective of more energy efficient development. No Objectives are adversely affected.

8.51 To avoid a scatter of random advertising material, proposals for advertisements which are not attached to the premises with which they are associated will be controlled with particular care. This can be a particular problem in rural areas where excessive signage can spoil the appearance of the countryside. The Council considers that the interests of amenity will normally be best served by locating advertisements on the premises to which they relate. It is recognised however that some businesses, particularly those in the countryside may need to advertise their whereabouts. Where a business seeks advance or directional signs, the general considerations of amenity and public safety will be applied paying particular attention to the cumulative effect of such signs, the effect on the appearance of the countryside, if in a rural location, and any benefits or hazards to drivers of vehicles. Any advertisements displayed without consent will be subject to discontinuance action.

Policy DD15

Proposals for advertisements which are not displayed on the premises to which they relate will not be granted express consent unless they:-

- (i) do not detract from the character of the area either in themselves or through cumulative impact;**
- (ii) do not detract from the appearance of any building to which they may be attached; and**
- (iii) do not prejudice public safety.**

In addition, advertisements will not be granted express consent if they would detract from the particular character of conservation areas and listed buildings by virtue of their design, size, position, material and method of illumination.

Environmental Appraisal

The policy supports the Objectives of protecting the countryside and the historic environment. No Objectives are adversely affected.

Area of Special Control for Advertisements

8.52 Part of the District's rural area is designated an Area of Special Control for Advertisements because very strict control is needed to ensure that its unspoilt appearance is maintained. This area was approved in 1958. New development, particularly at the urban edge of Dover together with the passing of time, has prompted its review. The designation could be extended over all the rural areas covered by the Kent Downs Area of Outstanding Natural Beauty and the North Downs Special Landscape Area. The Sandwich Bay SLA is also being considered as a new area of Special Control. Should these options be pursued, then the final approval of the Secretary of State will be required.

8.53 In the Area of Special Control, strict limits on the type and size of advertisements apply. The Council will continue to support the Area of Special Control by refusing consent for any advertisement which would blemish the rural scene and by taking discontinuance action against unauthorised advertisements. The Council will also take discontinuance action against advertisements with deemed consent if they harm the amenities of the area.

Flyposting

8.54 Flyposting can seriously damage the appearance of an area and is a recognised problem in the District. While the proper siting of directional signs a day or so before an event may be tolerated, the random placement of advertisements is unacceptable. Such flyposting usually results in blanket coverage and is usually left in place until removed by the Council. Therefore, when it occurs, the Council may remove the offending material and will consider prosecuting those responsible for its display.

Hoardings

8.55 Advertisement hoardings will only be acceptable in specific circumstances. The 1992 Regulations expressly permit them to enclose building sites during construction work within specified limits. Elsewhere, the Council considers that hoardings should not become a permanent feature because they present a two-dimensional foreground. Moreover, such signs are likely to be out of scale with the street they front. However, short term consents may be forthcoming if a hoarding would serve to conceal an eyesore pending a scheme for a site.

Policy DD16

Advertisement hoardings will not be granted express consent except for a temporary period if they would serve to conceal a site awaiting or during development which would otherwise be detrimental to the street scene and are of a scale appropriate to the surroundings.

Environmental Appraisal

The policy supports the Objective of protecting the countryside. No Objectives are adversely affected.

SHOPFRONTS

8.56 Shopfronts contribute greatly to the character of shopping streets and the identity of individual buildings. In general, the design of new shopfronts should allow for people with mobility problems to gain access (see paragraphs 8.14-8.16). Design should also respect the proportions, composition and detailing of the building into which they are inserted. In particular:-

- (a) fascia boards should not encroach over the sills of first floor windows or any other detail of the building, and should also respect the scale of the building;
- (b) the detailing of doors and window frames should reflect the character of the building;
- (c) the design should incorporate a stall riser, which is in proportion to the building;
- (d) display windows should respect the scale of the building;
- (e) materials should complement the building and should not be arbitrarily mixed; and
- (f) shopfronts should be a coherent part of the general street scene so that, for example, if a shopfront extends across a long frontage or more than one building, it should respect the individuality of the building(s) into which it is inserted.



Improved shopfronts

8.57 Shopfronts are particularly important in conservation areas and when they form part of listed buildings. The Council has produced a leaflet, 'Design Guide No. 1: Shopfronts in Conservation Areas', which addresses the issue in respect of historically and architecturally important areas and buildings, although its principles of good design can equally apply to shopfronts in other areas. Whenever possible, existing traditional shopfronts should be repaired and retained. When this is not possible, new windows must take account of specific features found in original shopfronts. Non-traditional additions to the shopfront will not be acceptable. In particular, the use of non-retractable 'dutch' canopies will be resisted in favour of the more traditional retractable blind. This Guidance will be a material consideration when determining proposals under Policy DD17.

Policy DD17

Proposals for new shopfronts and alterations to existing shopfronts will not be permitted unless proposals respect the proportion, composition, materials and detail of the building into which they would be inserted and the street in which they are located.

Environmental Appraisal

The policy supports the Objective to protect or enhance the historic environment. No Objectives are adversely affected.

SECURITY OF PREMISES

Shutters and Grilles

8.58 The Council recognises the concerns of shopkeepers and other commercial interests to improve the security of their premises. However, the installation of external grilles and shutters on shopfronts can be an eyesore and, in town centres, does not help the Council's efforts to improve the attractiveness of shopping areas. When shops are closed, shutters can create a hostile environment which deters local people from visiting after hours and damages the image of the District for tourists.

8.59 The Council has produced guidance (Security Measures for Retail and Commercial Premises) on the acceptability of various security measures. In particular, - 'solid' externally mounted roller shutters (including shutters which are perforated) are unacceptable on shops and listed buildings, and in conservation areas. Solutions such as using laminated glass, having a traditional shopfront rather than a floor to ceiling plate glass window or fitting internal lattice grilles are to be preferred. This will form part of the Dover District Design Guide and will be a material consideration when determining proposals under Policy DD18.

Policy DD18

Permission for external security shutters and grilles on shopfronts and other commercial buildings will not be granted if they would detract from the character and appearance of the building and the area in which they are situated.

Environmental Appraisal

The policy supports the Objective of protecting or enhancing the historic environment, and concentrating future investment in the urban areas. No Objectives are adversely affected.

Closed Circuit Television (CCTV)

8.60 CCTV has become an increasingly popular method of providing security in a variety of situations. However, if badly sited, it can become an eyesore. This is also true of associated signs. The use of CCTV does not always require planning permission, but where it does, Policy DD19 will apply.

Policy DD19

Proposals for closed circuit television cameras will be permitted provided they would not harm the appearance of a building or the visual amenity of an area.

Environmental Appraisal

The policy supports the Objective of protecting or enhancing the historic environment. No Objectives are adversely affected.

DEVELOPMENT IN RURAL AREAS

Conversion of Buildings in Rural Areas

8.61 Existing buildings may be capable of accommodating new uses, thus reducing the need for new development and contributing to employment opportunities in rural Kent. Structure Plan Policy RS5 allows for the re-use or adaptation of existing buildings in the rural area. Conversions to employment and tourism uses are considered in Chapter 3, while conversions to residential use are dealt with in Chapter 10.

Area of Outstanding Natural Beauty (AONB)

8.62 Parts of the District, which have been designated an AONB, are shown on the Proposals Map. This landscape has a distinctive character and quality, which is of national importance, and demands special protection and enhancement. Strict countryside protection policies will apply and landscape considerations will be paramount. Protection of the AONB is considered in Chapter 5.

8.63 Exceptionally, development may be justified and, in such cases, proposals will be assessed according to the extent to which:-

- (a) landscape features are altered or removed;
- (b) development involves cut and fill operations;
- (c) buildings would be visually prominent or affect the appearance of the landscape eg skyline development;
- (d) nature conservation interests are affected;
- (e) new building is related to the existing patterns of development;
- (f) new landscaping using appropriate species is introduced; and
- (g) other features of interest are affected.



Kent Downs AONB

8.64 Even if new development is generally acceptable under countryside protection policies, it may be impossible to site it without damaging the AONB. Development can only be allowed if it harmonises with the landscape and conserves the character of the area. In such cases, particular attention must be paid to scale, form and the use of local materials or their equivalent.

8.65 In order that proposals affecting the landscape within the AONB can be properly assessed, the Council will request planning applications to be made in sufficient detail. This will usually mean a fully detailed application. Development which does not fall within the designated AONB may, nevertheless, affect the character of its landscape.

Policy DD20

When proposals for development in the Kent Downs Area of Outstanding Natural Beauty can be justified, in accordance with Policies CO1 and CO2, they must respect the topography, ecology, settlement pattern, land use and natural history of the landscape and conserve the natural beauty through careful design and the appropriate use of materials.

Environmental Appraisal

The policy supports the Objectives of protecting the countryside from development and managing and enhancing habitats, species and landscapes. No Objectives are adversely affected.

HORSE-RELATED DEVELOPMENT

8.66 Horseriding is a popular and growing activity. At the same time, changes in agriculture are encouraging farmers to diversify and many are interested in catering for this demand. This can range from setting up commercial riding establishments to subdividing fields for individual owners to keep their horses. While horseriding is largely a rural pursuit, keeping horses and horse-related development can, in particular, adversely affect landscape interests (which can, among other things, lead to sporadic development). Unless a high standard of stable management is adhered to, this can create a potential health and pollution hazard. It therefore needs to be carefully controlled.

8.67 Planning permission is not needed for simply grazing horses. Within specified limitations, planning permission is not required to house pet horses kept within the curtilage of the owner's dwelling or for horses used solely for agricultural purposes. Planning permission will be required when these limitations are exceeded and in all other instances when horses are bred, kept or housed on land. PPG7 (Annex F) provides guidance on development involving horses. Additional advice can be obtained from bodies such as the British Horse Society, the Association of British Riding Schools and the Countryside Agency.

8.68 Wherever possible, privately owned horses should be kept close to the owner's home - preferably in the garden or adjacent paddock - in order to provide maximum care and security for the animal without the need for frequent car journeys. Commercial stables, which meet a largely urban demand should always be located in or close to the urban area in order to reduce the need to travel. Keeping horses in the countryside will not be acceptable if any related development, such as fencing, structures and facilities, would lead to an adverse impact on the landscape. All proposals will need to demonstrate ease of access to suitable riding country, be otherwise acceptable in transport terms and meet the drainage requirements of the Environmental Health Authority and Environment Agency.

8.69 Overgrazing and poor land management can lead to soil impoverishment and erosion, and this may become an eyesore. In such circumstances, the Council may use its powers to require the land to be restored and properly maintained (see paragraph 8.77).

8.70 Horses need protection from the weather. The conversion of existing buildings, rather than new build, is preferred. Keeping horses can harm residential amenity through noise, smell, dust and, in the case of commercial stables, disturbance. Wherever possible and subject to the advice of the Council's Environmental Health Officer, new buildings and facilities should be grouped near existing buildings. Where this is not possible, they should be sited so as to take advantage of natural screening, such as trees, hedgerows and landform. Proposals should also be acceptable in highway terms. This includes considering the level of traffic generated by the use and the suitability of the local road network to accommodate it. Wear and tear arising from vehicle movements on unmade surfaces and the likely consequences of such on visual amenity and the enjoyment of the countryside for others is also relevant.



Horse, paddock and stables

8.71 A high standard of design and materials will be required, especially if the setting of listed buildings, conservation areas, the AONB or SLAs are affected. Conditions may be imposed to remove buildings or structures when the use ceases.

Policy DD21

Horse-related development will be granted provided:

- (i) **it provides for the safety and comfort of horses in terms of the size of accommodation and land for grazing and exercising;**
- (ii) **ease of access to suitable riding country can be demonstrated;**
- (iii) **buildings are of a high standard of design and construction and they, together with the related equestrian activities, do not adversely affect the character or appearance of the countryside or areas of historic environment;**
- (iv) **where possible, existing buildings should be converted for such use in preference to the erection of new buildings but where new buildings are required these should be sited to relate visually to existing buildings; and**
- (v) **the amenities of nearby residents are not adversely affected.**

Conditions may be imposed requiring jumps to be removed when not in use and for buildings or structures to be removed when the use ceases. Conditions may also be imposed to limit the number of horses on the site.

Environmental Appraisal

The policy supports the Objectives of protecting the countryside from development, reducing pollution and minimising the need to travel. No Objectives are adversely affected.

DEMOLITION

8.72 Under the provisions of the Town and Country Planning (General Permitted Development) Order 1995, it is permissible to demolish dwellings and buildings attached to dwellings. However, the permission given by the Order cannot be implemented without first establishing whether the Council requires prior approval for the method of demolition and any proposed restoration of the site. The procedure is explained in DETR Circular 10/95.

8.73 In deciding whether prior approval is required and, if so, whether approval should be granted, the Council will pay particular attention to the effect that demolition will have on local amenity. The Council will need to establish that, during demolition, noise and disturbance will be kept to a minimum and that demolition will take place as quickly as is reasonably possible. Once demolition has taken place, the main concerns will be to ensure that the resulting site does not become an eyesore as a result of demolition or neglect and that it does not result in a long-term gap in an otherwise complete townscape.

8.74 It should be noted that listed buildings, buildings in conservation areas and ancient monuments are the subject of separate legislation (see Chapter 9).

Policy DD22

Details of the method of demolition of a dwelling or a building attached to a dwelling and of the subsequent treatment of the site will only be permitted where there will be no serious detriment to local amenity.

Environmental Appraisal

The policy supports the Objectives of reducing pollution, which includes land pollution, and the recycling of redundant resources. No Objectives are adversely affected.

CHALK SCARS

8.75 Owing to the chalk geology and topography of the North Downs lying within the District, development can cause unsightly scars. Therefore, proposals which would cause these scars will be resisted. Exceptionally, if building is allowed and scarring should occur, developers will be advised on after-treatments appropriate to the site's setting. This treatment may be a gradual process taking a number of years.

8.76 Additionally, large amounts of spoil can be produced, as a result of cut and fill operations, and require satisfactory disposal. Such operations can cause a great deal of disturbance over a wide area, through noise and dust. Excess spoil should not be left on or around development sites since it is visually intrusive. Policy ENV25 of the Kent Structure Plan requires a scheme for the transportation and routing of such materials, together with proposals for the disposal of surplus spoil, to be designed into relevant development proposals. In line with the objectives of this policy, developers will be required to remove excess material in accordance with a programme agreed with the Council. Calculations of surplus material will be required, and information requested on the method of disposal in order that the Council can advise on the need to contact Kent County Council, as minerals planning authority, regarding the need for separate permission for disposal of the spoil. If planning permission is given, hours of working will be strictly controlled and damping-down will be required.

Policy DD23

Development which would result in chalk scars will not be permitted unless an overriding need for the development can be demonstrated. In such exceptional cases, planning permission will be subject to conditions and/or prior legal agreements will be sought by the Council covering:-

- (i) after-treatment of the scar;
- (ii) hours of working;
- (iii) damping-down of loose material and wheel washing; and
- (iv) removal of excess spoil material from the site, and its transportation.

Environmental Appraisal

The policy supports the Objectives of protecting the countryside, managing and enhancing habitats, species and landscapes, reducing pollution and using redundant resources before new ones are exploited.

MAINTENANCE OF LAND AND BUILDINGS

8.77 Land and buildings that are not properly maintained can become an eyesore and so affect the amenity of an area. In such cases, the Council may use its powers under Section 215 of the Town and Country Planning Act (1990) to require owners and occupiers to restore and maintain land and/or buildings adequately. Exceptionally, the Council may undertake the necessary work and recover the cost.

ENVIRONMENTAL ASSESSMENT

8.78 European Union Directive EC/85/337, which requires the environmental assessment of specified projects, has been effected by the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 and is explained in Circular 15/88. It is intended to ensure that a full range of environmental impacts is taken into account, from creation of pollution and nuisance to impact on flora and fauna, and that adverse effects are prevented or ameliorated at source rather than subsequently trying to counteract them. Developers proposing specified major projects must submit an environmental assessment (EA) with their planning applications. The Council will advise on the need for an EA. Circular 3/95, 'Permitted Development and Environmental Assessment', advises that certain developments which would otherwise benefit from permitted development rights under the Permitted Development Order, will lose these where an EA is required by the

Regulations. In view of the sensitive nature of much of the District and the range of issues that may arise, prospective developers are advised to contact the Council at the earliest opportunity to establish whether an EA is needed. This will avoid wasted time and expenditure.

Chapter Nine

HISTORIC ENVIRONMENT

Chapter Nine

HISTORIC ENVIRONMENT

INTRODUCTION

9.01 The quality of the District's historic environment is extremely high. Archaeological sites and remains of international importance date from the prehistoric period onwards. Dover's importance as the 'gateway to England' has resulted in a network of prehistoric, Roman, medieval and later defences. Sandwich, which has the highest ratio of listed buildings to households in the country, is considered one of the most complete medieval towns in the country. Deal is also a town of national historic importance with some 466 listed buildings, making it second only to Canterbury in Kent and equivalent to Chichester, Hastings and Lewes, elsewhere in the South East. The District contains over 2,600 listed buildings, 57 conservation areas, several historic parks and gardens, and a network of historic routes. The planning system is an important means of conserving and enhancing this heritage. The Council is fully committed to using its planning powers to this end.

9.02 This chapter supplements the development and design policies of Chapter 8.

Applying the Plan's Aims and Objectives

9.03 Conserving the historic environment is important to sustainable development (Aim 1). Objective 8 recognises that the District's cultural heritage is an irreplaceable resource and its protection is part of good environmental stewardship. In addition, care of historic buildings extends their useful life and so saves using new resources (Objective 7).

9.04 The conservation of the historic environment can play a key part in promoting economic prosperity, for instance by fostering tourism, and providing the attractive living and working conditions which encourage inward investment into the area. In this way, conservation supports Aim 2, especially Objective 21. Tourism initiatives are considered in Chapter 3.

9.05 Caring for the historic environment supports Objective 23 (Aim 3), which seeks an attractive built environment. Accessibility issues (Objective 22) are dealt with in Chapter 8.

Conservation Strategy

9.06 Based on the Aims and Objectives, the Plan's historic environment strategy will seek to:-

- (a) preserve the District's built and archaeological heritage so that it may be enjoyed by future generations;
- (b) preserve and enhance the special historic and architectural character and setting of the historic towns of Dover, Deal and Sandwich;
- (c) encourage development which would preserve or enhance the character or appearance of historic areas; and
- (d) provide assistance through professional conservation advice, design guidance and, wherever practicable, grant aid.



Part of Eastry Conservation Area

CONSERVATION AREAS

9.07 Conservation areas are defined by the Planning (Listed Buildings and Conservation Areas) Act 1990 as areas of special architectural or historic interest, the character or appearance of which it is desirable to

preserve or enhance. The District Council, together with the County Council, place importance on preserving and enhancing conservation areas in the District. Although special measures are needed to protect conservation areas, they are not open-air museums and change must be accepted if they are to remain vital and prosperous. If not, buildings can quickly become unoccupied, fall into a state of disrepair or become derelict, so downgrading the whole environment.

Designation and Review of Conservation Areas

9.08 The designation and review of conservation areas, which involves extensive local consultation, is undertaken independently of the Plan process. However, PPG15 requires the Plan to set out the Council's broad criteria for designating and reviewing conservation areas, and to provide a clear policy framework for the role of character assessments and statements of proposals for individual conservation areas.

9.09 Existing conservation areas have been reviewed and new designations made concurrently with this Plan. These are shown on the Proposals Map. However, during the Plan Period, all conservation areas will be reviewed on a regular basis and new designations may be made. In addition, character assessments for each conservation area in the District will be drawn up. Once this task is completed, schemes for enhancement will be prepared. Each assessment will be based on the following criteria and will be used to determine whether conservation area status is, and continues to be, appropriate:-

- (a) origins and development of topographical features such as medieval road pattern, former defensive lines, formal layouts and the relationship of buildings to open spaces;
- (b) archaeological significance and potential, including any scheduled ancient monuments;
- (c) architectural and historic quality, character, and coherence of the buildings, both listed and unlisted, and the contribution they make to the special interest of the area;
- (d) character and hierarchy of spaces, and townscape quality;
- (e) range of traditional materials prevalent in an area, particularly those which are characteristic of local vernacular styles;
- (f) contribution made by greens or green spaces, trees, hedges and other natural or cultivated elements to the character of the area;
- (g) prevailing or former uses within the area and their historic patronage, and the influence of these on the plan form and building types;
- (h) relationship of the built environment to landscape or open countryside, including definition of ~~significant landmarks, vistas and panoramas;~~
- (i) features which detract from the special character of the area; and
- (j) neutral features, which neither enhance nor detract from the character or appearance of the area.

Policy HE1

Proposals for development will not be permitted if they do not preserve or enhance the character or appearance of the conservation area as identified in the character assessment document. If the conservation area does not have a formal character assessment, proposals for development will be judged within the context of the historic environment policies in the Plan.

Environmental Appraisal

The policy supports the Objective of protecting the historic environment. No Objectives are adversely affected.

Development in Conservation Areas

9.10 In order to ensure that the full impact of proposals within or adjoining conservation areas can be assessed, the Council will expect planning applications for development proposals to contain a sufficient level of detail. The Council may use its powers under the Town and Country Planning (Applications) Regulations 1988 to require applicants to submit additional information in support of such development proposals.

New Development in Conservation Areas

9.11 For the reasons set out in paragraph 9.07, the Council does not wish to prevent development taking place in or adjoining conservation areas. Nevertheless, there may be instances where new development is unacceptable, for example, in a rural location where the space between buildings is as important to the character of a conservation area as the buildings.

9.12 The Council is concerned to ensure that, when new buildings are acceptable in principle, they will preserve or enhance the conservation area concerned. To achieve this, new development should be of high quality and respect the overall character found in the particular conservation area, rather than be designed in isolation or necessarily imitate earlier styles. Indeed, buildings of a modern style may be appropriate provided they respect the character of a conservation area. The character of a conservation area is determined by factors such as the existing pattern of development, architectural form, local materials (or their equivalent) and any open spaces, trees, hedges and landscape features. The way in which buildings are used also shapes the character of an area. Applications for changes of use will also be carefully assessed to ensure that they would not detract from the character or appearance of a conservation area.



Development in Sandwich Walled Town Conservation Area

Applications for changes of use will also be carefully assessed to ensure that they would not detract from the character or appearance of a conservation area.

Policy HE2

Planning permission for development within a conservation area will only be granted if it:-

- (i) preserves or enhances the area's character or appearance;**
- (ii) respects street patterns, floorscape, roofscape, plot widths, existing building lines, footways, trees, hedges, landscape, open spaces and any other features which contribute to the area's special character; and**
- (iii) respects the scale, form, materials and architectural character of the area's existing buildings.**

Development proposals which are outside a conservation area but which would adversely affect its setting, or views into or out of it will be refused.

Environmental Appraisal

The policy supports the Objective of protecting the historic environment. No Objectives are adversely affected.

Total or Substantial Demolition of Buildings in Conservation Areas

9.13 Demolition or part demolition of unlisted buildings may require Conservation Area Consent. Exceptions to this are set out in Section 75 of the Planning (Listed Buildings and Conservation Areas) Act

1990 and its relevant direction. In addition, case law (*Shimizu (UK) Ltd v Westminster City Council*) has established that only proposals which involve a large part of a building or structure to be pulled down, destroyed and broken up, will amount to substantial demolition. Proposals for demolition which is less than substantial, such as the removal of chimneys, small outbuildings and minor parts of walls will be considered as an alteration to the building and would not require Conservation Area Consent. When consent is required, demolition of buildings which make a positive contribution to the character or appearance of a conservation area will only be allowed if, in accordance with the advice in PPG15, the criteria relating to the demolition of listed buildings is met. The criteria relate to the condition of the building, efforts to retain it in use, and the merits of alternative proposals for the site.

9.14 When considering proposals to demolish an unlisted building, the following criteria will be used in assessing the building's contribution to a conservation area:-

- (a) age, style, materials and any other characteristic which is reflected in other buildings in the conservation area;
- (b) historical or other relationship to adjacent listed buildings and their setting;
- (c) contribution to the gradual development of the settlement;
- (d) historic association with features such as road layout, burgage plots and parks;
- (e) landmark qualities;
- (f) traditional functional character of, or former uses within the conservation area;
- (g) significant historical associations with local people or past events; and
- (h) if a public building, the contribution of its use and internal public space.

9.15 An unsightly vacant plot can result if demolition is not followed by new development. To prevent this, the Council will expect detailed proposals for redevelopment to accompany proposals for demolition. Any Conservation Area Consent will be conditional upon it not being implemented before a contract for redevelopment is made, and that the demolition work is not carried out more than six months before redevelopment.

Policy HE3

Conservation area consent for the total or substantial demolition of unlisted buildings in Conservation Areas will not be granted unless:-

- (i) the condition of the building and the cost of repairing and maintaining it outweighs its importance and the value derived from its continued use; or**
- (ii) appropriate marketing has been carried out without success to continue the present use or to find compatible alternative uses. There will be a presumption in favour of the retention of buildings which make a positive contribution to the character or appearance of a conservation area; and**
- (iii) the proposal for demolition is accompanied by a detailed scheme to redevelop the site which would preserve or enhance the character or appearance of the area; and**
- (iv) a contract for redevelopment is made before demolition work starts and such demolition is not carried out more than six months before the redevelopment starts.**

There will be a presumption in favour of the retention of buildings which make a positive contribution to the character or appearance of a conservation area.

Environmental Appraisal

The policy supports the Objective of protecting the historic environment. No Objectives are adversely affected.

Trees in Conservation Areas

9.16 With certain exceptions, all trees in conservation areas are protected. The Council must be given six weeks notice for any work on a tree. If not, and a tree is cut down, uprooted or damaged in such a way that it is likely to be destroyed, the Council may prosecute offenders.

LISTED BUILDINGS

9.17 Listed buildings are those of special architectural or historical interest and recorded on a statutory list. Buildings may be placed on the list as a result of regular surveys or by spot-listing on an individual basis. The Department of Culture, Media and Sport has listed over 2,600 buildings in the District for their architectural or historic importance. Listing is not restricted to buildings and can include walls, telephone kiosks and other structures. Listed buildings are grouped into three grades, indicating their relative importance. These are Grade I, II* (two star) and II, with Grade I buildings the most important. The majority of listed buildings in the District are Grade II. All three Grades are subject to the same legislation.



The Salutation, Sandwich - Grade I listed building

9.18 Special attention must be paid to maintaining the character of listed buildings. Buildings can be damaged inadvertently by unsympathetic alteration or extension. Demolition is regarded as a last resort and will not be approved, unless it can be demonstrated that every effort has been made to continue the present use or find a suitable alternative use for the building, the building is unsafe and cannot be made safe or demolition is for an unsympathetic later extension.

9.19 The Council recognises that the continued use of listed buildings is vital to long term maintenance. The most suitable use for any building is the one for which it was originally designed. However, as needs and standards change, this is not always possible. In such cases, the best way of conserving a listed building is to find a use which is both compatible with its character and setting, and requires the minimum change to the fabric of the building. This approach is consistent with Structure Plan Policy ENV19.

9.20 Not all uses are appropriate. To be appropriate a use must be economically viable and compatible - this may not mean the most profitable use if that would cause more destructive alterations than other viable uses. If a compatible use is preferred but restoration for that use is not likely to be economically viable, grant aid may be considered as a means of overcoming the problem. PPG7 recognises that conversions of historic farm buildings to residential use can often harm the character of the building and that the creation of a domestic curtilage can, in turn, harm the character of the countryside (see Chapter 10). More generally, particular skill is required for all listed building conversions if the character of the building is to be protected and its long term maintenance secured.

9.21 Listed Building Consent is required for any demolition and internal or external works which would affect the character of a listed building. This Consent is entirely separate from the need to obtain planning permission. Fixtures and curtilage buildings - any object or structure which is fixed to the building, or is within the curtilage and forms part of the land and has done so since before July 1948 - are treated as part of the building for the purposes of listed building control. The Council will apply paragraphs 3.16-3.19 of PPG15, Annex C in assessing applications to alter and demolish listed buildings. The Council has published general guidance in 'Listed Buildings - A Guidance Note to Owners and Occupiers'.

9.22 The character of a listed building is often determined by its setting, which may include its relationship to other buildings, local landscape features, planned grounds and gardens. Therefore, permission will not be granted for any proposals which would adversely affect the setting of a listed building and its contribution to the local scene.

9.23 Applications for Listed Building Consent should provide full information on proposed changes to the listed building. In some instances, planning permission is also required and such applications will be considered in the context of the relevant policies in the Plan. It is an offence to alter or extend a listed building without Listed Building Consent and offenders may be prosecuted.

Policy HE4

Planning permission and/or Listed Building Consent will not be granted for proposals which involve:-

- (i) total or substantial demolition of a listed building unless it can be conclusively demonstrated that no viable and compatible use exists for the building or is likely to materialise in the future, the building is unsafe and cannot be made safe at a cost reflecting its importance and value;**
- (ii) building extensions which would dominate the scale and form of the listed building or which are constructed from inappropriate materials;**
- (iii) hanging the use of a listed building to one which would adversely affect its character or setting;**
- (iv) externally or internally altering a listed building in a way which would adversely affect its character; or**
- (v) development which would adversely affect the setting of a listed building.**

Conditions will be imposed upon the grant of consent for the demolition of a listed building preventing its demolition, until a contract for the carrying out of works of redevelopment of the site has been made and planning permission granted for the redevelopment for which the contract provides.

Environmental Appraisal

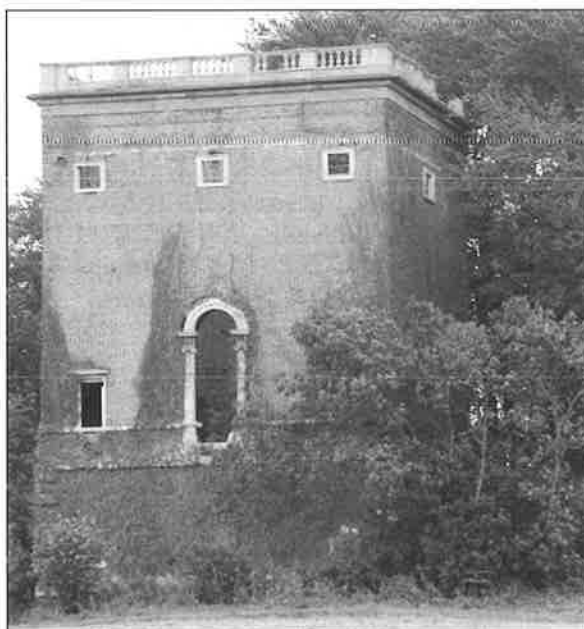
The policy supports the Objective of protecting the historic environment. No Objectives are adversely affected.

Buildings at Risk

9.24 The County and District Councils have together compiled a schedule of historic buildings which are most at risk from neglect. The register currently includes more than 150 entries for the District. The Council is concerned that these buildings are brought back into a good state of repair and many owners are actively trying to do so. However, when all other possibilities have failed, the Council will use its powers under the Planning (Listed Buildings and Conservation Areas) Act 1990 to carry out repairs and recover the cost from the owner. In some cases, the Council will consider compulsory purchase.

ARCHAEOLOGY AND ANCIENT MONUMENTS

9.25 The District contains a wealth of archaeological remains, including the area in and around Dover which is of international importance. The Council, in conjunction with other bodies and

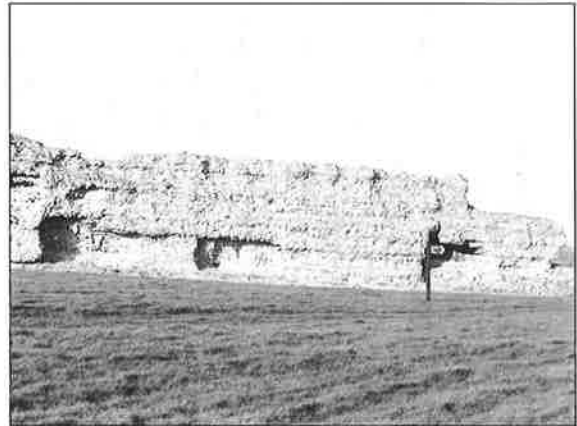


Listed building at risk

organisations, is committed to playing a positive role in ensuring optimum knowledge and benefit are obtained. English Heritage, in conjunction with the District and County Councils, intends to produce an urban archaeological strategy and database for Dover. The Council has drawn up a list of approved contractors for archaeological works. The Plan recognises the implications and value of archaeological remains, which constitute an irreplaceable resource for, and record of, the District's evolution. If properly protected and managed, it will:-

- (a) contribute greatly to understanding the past; and
- (b) contribute to the District's tourism and recreational potential.

9.26 Basic information on archaeological remains and Scheduled Ancient Monuments is contained in the Kent Sites and Monuments Record and on supporting documentation defining Areas of Archaeological Potential. Areas of Archaeological Potential are based on known archaeological sites where the implications of development need further consideration.



Richborough Castle Scheduled Ancient Monument

9.27 The County Archaeologist maintains the Archaeological Sites and Monuments Record and provides advice on the archaeological implications of development proposals. A primary concern will be the preservation, *in situ*, of archaeological remains. Where this is not possible or appropriate, developers will be expected to make appropriate and satisfactory provision for preservation by record in advance of development works. Preservation by record involves archaeological investigation and the presentation of results in a detailed written report. Early discussions with the County Archaeologist are, therefore, essential.

Scheduled Ancient Monuments and Other Archaeological Remains of National Importance

9.28 Scheduled Ancient Monuments are remains, buildings or structures of national importance and those currently Scheduled are shown on the Proposals Map. Not all nationally important sites are Scheduled and protection needs to be given to important non-Scheduled sites. Responsibility for Scheduled Ancient Monuments lies with the Department of Culture, Media and Sport, advised by English Heritage and any work affecting a monument will require Scheduled Monument Consent in addition to any permissions or consents required under the Planning Acts. Development which would cause damage to a site or its setting will not be permitted. Guidance on handling archaeological matters in the planning process is provided in PPG16 and a strategic policy framework is provided by Structure Plan Policy ENV18. The following policies develop this framework at the local level and are based upon the PPG advice.

Policy HE5

Development which would adversely affect Scheduled Ancient Monuments and other nationally important archaeological sites and/or their settings will not be permitted.

Environmental Appraisal

The policy supports the Objective of protecting the historic environment. No Objectives are adversely affected.

Other Archaeological Remains

9.29 When justified by their intrinsic value, known archaeological remains should be preserved *in situ*. If archaeological remains are of particular importance and would be damaged or destroyed by development,

planning permission will be refused. Excavation and recording are secondary objectives, to be pursued where the importance of the remains does not justify preservation *in situ* and where preservation is impractical because of the nature of development proposals.

9.30 When proposed development would disturb the ground in any way, it is good practice for the applicant to carry out an initial assessment of whether the site is known or likely to contain archaeological remains through consulting the County Archaeologist. This will establish whether the applicant needs to arrange a further assessment. If this is needed, it should be carried out by a professionally qualified archaeological organisation or consultant. Assessment normally involves a desk-based study of existing information rather than fieldwork. The results of assessment should be submitted as part of the planning application. Should the Council receive an application without an assessment, it will consult with the County Archaeologist on the need for one. If the assessment shows that archaeological remains are likely to be affected, the Council will request the applicant, if he has not already done so, to demonstrate the impact of the proposed development through plans (including sectional drawings) and any other relevant information. When warranted by the importance, or likely importance, of the remains, the applicant will be asked to arrange for an archaeological field evaluation to be carried out. In considering the need for evaluation, attention will be paid to sites of 0.5 Ha. or more, whether or not the site lies within an Area of Archaeological Importance. Evaluation may involve a ground survey, geophysical survey and/or small-scale trial trenching carried out by a professionally qualified archaeological organisation or archaeologist. The results of evaluation should provide a basis for identifying options for minimising or avoiding damage to remains by, for example, incorporating them into open space or redesigning foundations. Where piled foundations are proposed, careful consideration will need to be given to their impact on archaeological remains. If preservation *in situ* is not justified and it is considered that archaeologically damaging development should be permitted, arrangements will usually need to be made for the excavation and recording of the remains - see Policy HE7. Should relevant applications not be supported by the results of archaeological assessment and/or evaluation and the applicant is not prepared to arrange for such studies, permission will be refused.

Policy HE6

Development which would adversely affect archaeological remains of less than national importance will not be permitted unless:-

- (i) the application is supported by the results of archaeological assessment and, when justified, archaeological evaluation; and**
- (ii) when warranted by their intrinsic value, the remains are preserved *in situ*; or**
- (iii) in other cases, arrangements have been made for excavation and recording the remains in accordance with Policy HE7.**

Environmental Appraisal

The policy supports the Objective of protecting the historic environment. No Objectives are adversely affected

Excavation and Recording

9.32 In cases where development would result in the loss of archaeological remains which are not important enough to warrant refusal of planning permission, the maximum archaeological information appropriate to the value of the remains must be extracted before development is completed. Before granting planning permission, the Council will require that arrangements have been made to ensure that time and resources are available for necessary archaeological investigation. Such investigation will consist of excavation and recording, to be carried out before development commences in accordance with an agreed programme, and the subsequent publication of the results.

Policy HE7

On sites where permanent preservation of archaeological remains is not warranted, development will not be permitted unless the applicant has made appropriate and satisfactory provision for the excavation and recording of the remains and the subsequent publication of the results. Such excavation and recording is to be carried out in advance of development.

Environmental Appraisal

The policy supports the Objective of protecting the historic environment. No Objectives are adversely affected.

9.33 The Council will seek to encourage and develop the educational, recreational and tourist potential of archaeological sites and monuments through suitable management and Interpretation.

Landscape Setting of Sandwich

9.34 At Sandwich, the degree to which the adjoining open countryside affects the setting of the town is essential to its historic and townscape character. The Sandwich Informal District Plan for Conservation (1973) states that the historic image of Sandwich as an isolated rural town can only be perpetuated if its setting, characterised by a flat and rather open landscape, is retained. Much of this setting has been eroded. However, sufficient tracts of open countryside to the north of the town remain unspoilt and free from development to provide an apt setting for the medieval town. Views of this setting, which go well beyond the areas identified as green wedge (see Chapter 12), are readily gained from Sandwich Bypass/Richborough Castle and the North Stream. The Plan seeks to keep these views free from development. However, some features, such as pylons, cables and some agricultural buildings, do not normally need planning permission. Given the sensitive nature of this area, the Council will seek to negotiate the least visually intrusive siting of such structures. Where agreement cannot be reached, the Council will consider withdrawing permitted development rights either by an Article 4 Direction (see paragraph 9.38) or by condition on planning permissions. Countryside considerations are dealt with in Chapter 5.



The open landscape setting of Sandwich

Policy HE8

The Council will not permit development which would detract from the open landscape setting of the Historic Town of Sandwich.

Environmental Appraisal

The policy supports the Objectives of protecting the countryside and historic environment. No Objectives are adversely affected.

HISTORIC PARKS AND GARDENS

9.35 Historic Parks and Gardens are a valuable part of the District's heritage, and may be important for wildlife, tourism, recreation and education. They frequently contain listed buildings and structures, such as fountains and gazebos.

9.36 English Heritage has compiled a register of Parks and Gardens of Special Historic Interest, which are shown on the Proposals Map. The purpose of the register is to draw attention to those important historic parklands, pleasure grounds and gardens laid out before 1939 which are considered to be an essential part of the nation's heritage. The Kent Gardens Compendium, which has been compiled by the County Council and the Kent Gardens Trust, lists these parks and gardens together with others of more local and modern interest. Historic Parks and important Gardens found in the District are listed in Figure 9.2.

English Heritage List			Additional Entries (Parks only) in the Kent Gardens Compendium		
Name	Grid Ref	Proposals Map Sheet No.	Name	Grid Ref	Proposals Map Sheet No.
Goodnestone Park	TR 255 545	4	Betteshanger House	TR 310 525	4
Northbourne Court	TR 333 523	4	Fredville Park, Nonington	TR 255 513	3
The Salutation, Sandwich	TR 333 581	Sandwich Inset	Kearsney Court, Dover	TR 284 438	5, 6
Waldershare Park	TR 289 480	3, 4, 5, 6	Knowlton Court, Nonington	TR 275 534	3
Walmer Castle	TR 378 501	4			

9.37 Identification in the register or the compendium does not provide statutory protection. Nevertheless, PPG15 makes it clear that the effect of development on a park or garden recorded in the English Heritage register is a material planning consideration and advises that registered parks and gardens should be protected in development plans. Through the Plan, the Council will resist any development which would cause loss or damage to, or adversely affect, the setting and amenities of any part of the grounds of a park or garden identified in Figure 9.2. The Council can also encourage conservation and restoration of historic garden structures in parks and gardens with grant aid under the Planning (Listed Buildings and Conservation Areas) Act 1990. Grant aid may also be available from other bodies such as the Countryside Agency and English Heritage.

Policy HE9

Development which would adversely affect the character, fabric, features, views to and from the park, setting or amenities of a park or garden of Special Historic Interest, shown on the Proposals Map, will not be permitted.

Environmental Appraisal

The policy supports the Objectives of protecting the countryside, open space and historic environment. No Objectives are adversely affected.

ARTICLE 4 DIRECTIONS

9.38 Under present legislation, certain categories of minor development can take place without the need for planning permission from the Council. This is known as permitted development. However, in some cases, for example in conservation areas, Areas of Outstanding Natural Beauty and other sensitive environments, such development can have a very noticeable and adverse effect. A typical example could be the use of plastic windows and modern roof materials on unlisted buildings in conservation areas. In such cases, the Council may make an article 4 direction. This means that specified types of permitted development require a planning application.

ENHANCEMENT INITIATIVES

IMPACT

9.39 In the three years to March 1996, the District and County Council's funded an IMPACT initiative for Dover and Deal. Working closely with local residents and the private sector, the role of IMPACT was to draw up agreed environmental improvement priorities for each town and then coordinate private and public investment to carry out the programme. This initiative concentrated on the A20 corridor (including Snargate Street and the Marine Parade Conservation Area), Bench Street and London Road in Dover, and Deal seafront and Middle Street car park.

URBED Study of Sandwich

9.40 In 1992, an independent study of Sandwich was jointly commissioned by the District Council, County Council, Sandwich Town Council, the Sandwich Society, Discover East Kent and Pfizer Ltd. Its purpose was to recommend ways of ensuring the town's future without compromising its outstanding conservation heritage. Limited tourism growth, based on short term pilot projects and several longer term flagship schemes, was recommended. Projects to develop Sandwich's tourism potential are considered in Chapter 3.

Tree Planting Schemes

9.41 The Plan gives protection to trees, proposes community woodlands and requires planting as part of new development (see Chapters 5, 8, 12, 14 and 15). In addition, tree planting can be an effective method of achieving environmental improvements, particularly in urban areas. Such schemes support the Objectives of creating open spaces, reducing pollution, making development more energy efficient (micro-climate effects) and, by concentrating investment there, making urban areas more attractive. As funds become available, the Council will develop and implement tree planting schemes for Dover and Deal.



Dover seafront improvements

Chapter Ten

HOUSING

Chapter Ten

HOUSING

INTRODUCTION

10.01 Adequate housing is a basic human need, but not everybody's needs are being met. While the planning system cannot solve housing problems, it can ensure that enough land is available for housebuilding and seek to ensure that housebuilders cater for the needs of the population. Although the Council no longer builds houses, it remains the largest landlord in the District (with some 5,000 homes) and works in partnership with housing associations to provide new homes. The Council, therefore, has a dual role through use of its planning powers and as a provider of housing. Consequently, the Council's housing strategy will be implemented through the joint working of the Planning and Housing Departments.

Existing Situation

10.02 The District contains two urban areas, Dover and Deal, the small rural town of Sandwich and a large rural area with many villages and hamlets. The population of the District, according to the 1991 Census, is 103,216. The County Council forecasts that this will increase to 106,800 by 2006¹. Despite the relatively small increase in population, a demand for new houses is expected because there is a strong trend for the size of households to decrease. In 1981, the average size was 2.62 people per household but by 1991, this had fallen to 2.41. By 2006, it is likely to have fallen again to 2.19 people per household - the third lowest in Kent.

10.03 About two thirds of the population lives in the urban areas. This proportion has remained constant since the 1981 Census. The household size and age profile of the urban and rural populations are very similar. Deal, however, has a higher proportion of retired people than Dover. The 1991 Census also revealed a quarter of the population to be suffering from a limiting long term illness and that, of these people, over one half are above retirement age. While this is about the same as the national average, it points to the importance of new housing to cater for the specific needs of the District's population. The main areas of specific need concern the elderly, the disabled and those people who cannot afford adequate and appropriate housing. Owing to the role of the public sector as enabler, rather than provider, of housing, the planning system is increasingly looking to the private sector to make a significant contribution to meeting those needs.

10.04 There is a strong unsustainable characteristic to the District's pattern of development, in terms of the relationship between where people live and centres of employment. This is particularly the case in Deal and the rural areas. In this respect, an analysis of the location of housebuilding between 1986 and 1993 shows that the proportion of houses built in the rural area closely reflects the distribution of population. In addition, the poor economic outlook for the District makes it particularly important to ensure that the level of house-building is geared to meeting the needs of the existing population and not allowed to run at higher levels, which could encourage people to move into the District. With the exception of Aylesham, the Structure Plan housing land quantities have been set with this in mind.



Former Royal Victoria Hospital, Dover, converted to affordable housing

10.05 The 1991 Census has revealed that the District's housing stock grew over the period 1981-91 by 11%, while the population increased by about 2%. This underlines the point that the demand for additional dwellings comes mainly from household formation, as a result of the strong trend towards smaller households. However, in 1991 the District contained 2,634 more dwellings than households, which indicates that 6% of the housing stock is lying vacant. This compares poorly with the national average of 4.8% and suggests that making better use of existing housing is an important issue. However, while the

Council can take this into account in the management of its own housing stock, it does not have any influence over the private sector on this matter.

10.06 Other changes in the housing stock included an increase in the proportion of single person households and non-household residents who live in some form of care, an improvement in basic household amenities (although lack of amenities remains higher than the national average), and a large shift away from local authority and privately rented housing to owner occupation and housing association rented. Over the period 1981-91, the percentage of local authority rented housing fell from about 25% to 15%, while owner occupation rose from about 59% to 72%. The indications are that these trends are likely to continue during the Plan Period.

Applying the Plan's Aims and Objectives

10.07 In relation to Aim 1, Objectives 1, 3, 5, 7, 9, 10 and 13 are relevant. The thrust of these Objectives is to concentrate housing development at the urban areas, avoid building on fresh land, maximise the re-use of previously developed land, meet the needs of the local population, encourage energy efficient development, provide adequate open spaces and encourage high densities near major public transport routes and town centres.

10.08 In relation to Aim 2, Objective 18 seeks to protect the local economy by not allowing housing on employment sites.

10.09 Aim 3 concerns equality of access. Objective 22, which is concerned with physical access and financial constraints on access, and Objective 23, which seeks to encourage housing development to be built to the highest design and amenity standards, are relevant.

Housing Strategy

10.10 From the existing situation and the Objectives, several strong themes emerge and together form the Plan's housing strategy. The strategy seeks to:-

- (a) control the upper and lower levels of available housing land;
- (b) direct provision to the urban areas;
- (c) target provision better towards the needs of the local population;
- (d) provide a choice of housing opportunities in terms of size, type and location of dwelling within the constraints set by the Plan's objectives;
- (e) manage the existing stock in a way which reflects local peoples' needs; and
- (f) to accommodate future employment generated housing in a sustainable manner.

A MORE SUSTAINABLE PATTERN OF HOUSING DEVELOPMENT

10.11 The relationship between the location of jobs, shops and social facilities, and where people live, has a strong bearing on the amount of travel people undertake and the type of transport they use. A more sustainable pattern of development would reduce the need for travel by ensuring that people live as near as is practical to facilities. It would also ensure that there is a viable choice of means of transport, which would help to reduce peoples' reliance on the private car. This approach is reflected in Structure Plan Policy S1 which seeks to achieve a sustainable pattern of development which will reduce the need to travel.

10.12 The first aim of Structure Plan Policy S6 is to concentrate housing provision at the urban areas, while recognising that the rural settlements have a role to play in contributing to overall requirements and choice of location. The task of the Local Plan is to apply this approach to the particular circumstances of the District. Residential development should be concentrated at Dover and Deal within the urban boundaries shown on the Proposals Map. In the District's rural area residential development will have a lesser role being generally limited to that necessary to meet local needs or sustain local communities and adding to choice of location.

10.13 While 36% of the economically active population lives in the rural area, in 1993 this area contained only 25% of all the District's jobs. However, many jobs in the rural area are located at Sandwich and as a result there is a large imbalance between resident workforce and jobs in the town. More housing may help to redress this and create a balanced settlement. However, there are particular reasons for not allocating fresh housing land at Sandwich in the Plan. Firstly, the Structure Plan Policy H1 housing requirements are met and there is no need to allocate additional housing sites. Secondly, the scale of housing development required to redress the imbalance would involve a substantial release of fresh land contrary to Structure Plan Policy S6. Thirdly, Sandwich is a small historic town of great conservation merit and its character and setting within an open and largely flat landscape would be undermined if such development was allowed. Fourthly, the majority of the built-up area of Sandwich and its countryside setting lies within a flood risk area and, taking a precautionary approach, new residential development should be directed away from areas at risk from flooding in order to protect life and property. In assessing the employment generated housing requirements of Pfizer, the Council has identified sites in sustainable locations, taking into consideration the role of the various settlements distributed through the northern part of the District, accessibility, environmental and conservation interests. This approach is in line with PPG3, PPG7, PPG13 and Kent Structure Plan Policies S1 and S6(a). Similar considerations will be taken into account when determining proposals for windfall developments.

10.14 Additionally, in the rural area services are sparse and in long term decline. This trend is a national problem which has its roots in increasing personal mobility, new forms of commercial competition and financial decision making. Consequently, previous levels of rural housebuilding have made little difference in slowing down, let alone reversing, the trend. The result is an increasing need for people in rural areas to travel and an increasing dependence on private transport. The Plan's approach to rural settlements is, therefore, to support the maintenance of existing services and their expansion, wherever possible, while limiting house-building to that required to meet specific local or community needs. Restraint policies have been applied for many years but they have primarily been based upon countryside protection. This Plan widens the justification for, and degree of, restraint to include the new sustainable issues of reducing the need to travel, restraining travel generated pollution, and encouraging choice and ease of access to jobs, shops and other services.

10.15 Higher density residential development within urban areas can help to make public transport more viable and, in doing so, provide people with more choice as to how they can travel. Following the advice in PPG13, the Council will support higher densities near public transport centres, and along routes well served or with the potential to be so served by public transport and close to local facilities. The Council will also ensure that developments at least achieve the minimum density advised in PPG3. However, higher density development will not be supported at the expense of open space requirements or the erosion of the character of an area.



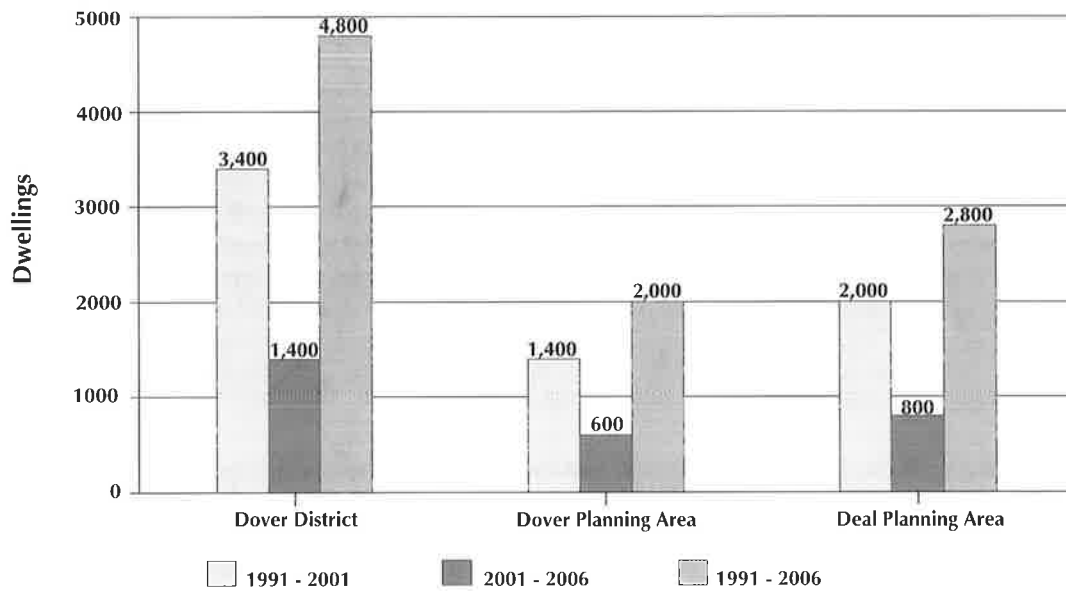
High density development, Walmer

10.16 A mixture of residential with other uses, especially within the centre of urban areas, can provide the potential for people to live close to their work and to other facilities and, consequently, reduce the length of journeys. This could be achieved through, whenever feasible, requiring large scale developments to include a mixture of uses and through encouraging residential development next to commercial, subject to there being no conflict with the policies of the Plan, especially the supply of land identified for other uses. This matter has been addressed in relation to land allocated through the Plan and, where appropriate, the policies in Chapter 15.

HOUSING LAND SUPPLY

10.17 Structure Plan Policy H1 sets out the number of new dwellings which should be planned for in the District over the Plan Period. It also gives an indication of how the total should be divided between the Structure Plan Areas of Dover and Deal. This is shown in Figure 10.1.

Figure 10.1 : Structure Plan Housing Requirement 1991 - 2006



Source: Kent Structure Plan 1996

Note: Deal Planning Area includes the provision of 1,000 dwellings at Aylesham (see Chapter 14)

10.18 The supply of land for housebuilding is assessed annually through a joint study carried out by the Kent Planning Officers Group. The Plan is based on the study that was carried out in 1999.

10.19 Housing land supply consists of sites which either have an unimplemented planning permission or are allocated in a local plan. The sites are broken down into two categories:-

- (a) Large sites: Those capable of accommodating five or more dwellings net. Such sites are assessed individually by the Study.
- (b) Small sites: Those capable of accommodating up to four dwellings net. Such sites are not individually assessed. Instead, an annual average figure, based upon the previous 5 years construction rates, is used to calculate their contribution to total supply. The 1999 study estimates that small sites will contribute 66 dwellings per year throughout the District.

10.20 The supply of housing land is constantly changing, due to planning permissions expiring and not being renewed, new permissions for conversion and redevelopment on sites not previously identified, and to alterations in density on identified sites. Such changes can result in both losses and additions to the supply. Additions to the supply are known as bonus. By its very nature, it is an unpredictable source of housing land but it can also be highly significant.

10.21 To reflect the fact that the proposals for Aylesham are not related to the District's general housing requirements, the 1999 Study draws a distinction between the special allocation at Aylesham and the general requirements for the District. Figures 10.2 and 10.3 are based upon the Study's results. The figures which exclude Aylesham, provide an accurate picture of the general housing land situation and will be used to implement Policy HS2. Figure 10.2 shows that in relation to the District's five year requirement there is an over-supply of housing land for 160 dwellings or 15% ($1229 - 1069 = 160$). Figure 10.3 shows that the total land supply exceeds the housing requirement over the whole Plan Period, an over-supply of 226 dwellings or 15% ($1755 - 1529 = 226$). The specific allocation of housing land for the expansion of Aylesham is considered in Chapter 14.

Figure 10.2 : Housing Land Requirements and Land Supply 1999 - 2004

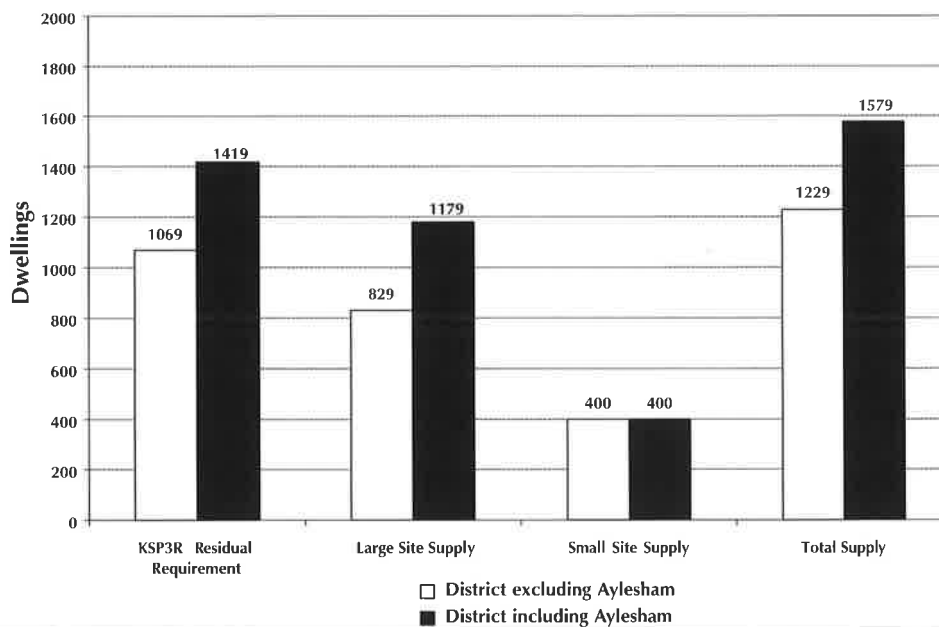
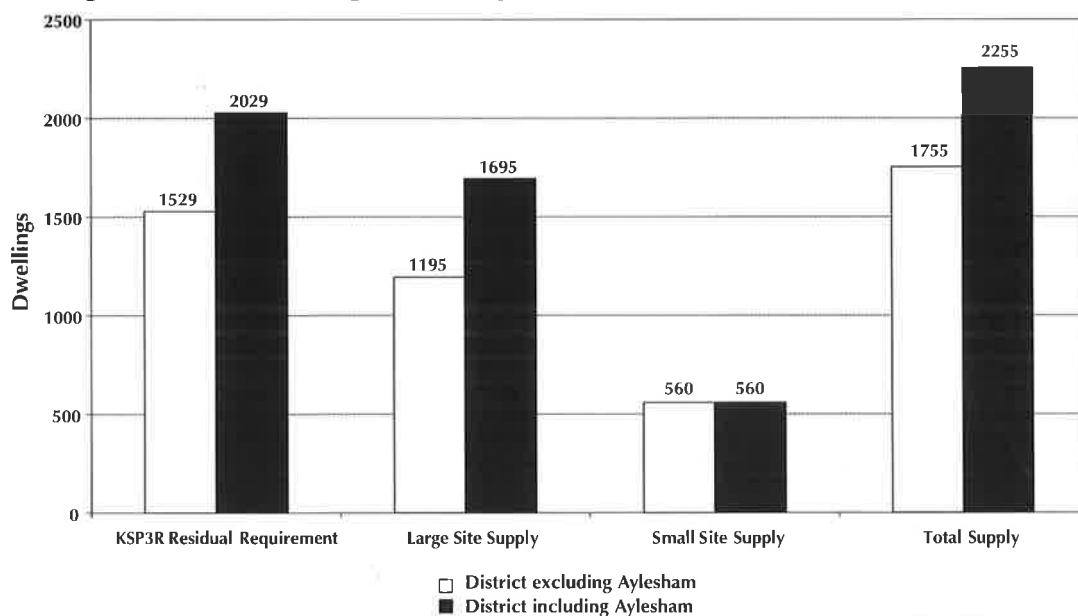


Figure 10.3 : Housing Land Requirements and Land Supply 1999 - 2006



10.22 The actual rate of house building is outpacing not only the Structure Plan rate, but also the rate implied by the supply. This is due to the take-up of bonus permissions. The implications of this are serious in terms of undermining both the Structure Plan and Local Plan strategies. In the Deal area, it could cause an even greater imbalance between population and jobs and, therefore, increase out commuting. In the Dover area, where the housing requirement is already set above the trend, it would encourage in migration at a time when economic prospects are at best uncertain.

10.23 The Council is, for these reasons, anxious to ensure that the surplus of housing land is controlled in a way which allows for some flexibility but prevents building rates which are unrelated to the needs of local people. This will be achieved through:-

- (a) resisting the release of any fresh land, in accordance with Structure Plan Policy S6;
- (b) reviewing sites allocated in previous plans²;

- (c) reassessing the suitability and capacity of sites where permission comes up for renewal in the light of the Plan's new policies regarding sustainable development and open space; and
- (d) when there is a 10% or greater surplus in the District's five year housing land supply, assessing the relative need and site suitability for alternative uses whenever permission is sought on large bonus sites - should the site prove to have potential for another use (particularly employment or open space) permission for housing will be refused.

Policy HS1

Housing development will not be permitted on land outside the urban boundaries and village confines shown on the Proposals Map unless justified by other development plan policies.

Environmental Appraisal

The policy supports the Objectives of protecting the countryside, restraining pollution, concentrating development at the urban areas, allowing limited housing development in rural settlements consistent with their size and function and reducing the need for travel. The policy works toward recycling redundant resources before new ones are exploited but the exact effects of this are unpredictable. It will be dependent upon whether there are under used sites within those areas. No Objectives are adversely affected.

Policy HS2

Land is allocated for housing on the following sites:-

Site	Estimated Capacity
Dover Eye Hospital	35
Old Park Barracks, Dover	98
North Barracks, RMSM, Deal	100
South Barracks, RMSM, Deal	115
Eastry Hospital	40
Former Tarmac Works, Eastry	20
Sandwich Industrial Estate	300
Northwall Road, Deal	33
Puma Manufacturing Site, Ash	45
Land to the rear of 85-99 Sandwich Road, Ash	53

On unallocated sites within the urban boundaries and village confines, housing development will be permitted provided housing is the most suitable land use. In the case of housing proposals for new large sites permission will only be granted if it would not result in the planned housing provision for the District being significantly exceeded.

Environmental Appraisal

Owing to the number of sites and variables involved, the policy has a wide range of effects which makes analysis complicated. The impact of each proposal is considered under the relevant policy for each site.

RURAL SETTLEMENTS

10.24 The Structure Plan's Rural Settlement Policies and Policy S6 form a framework within which settlements can be classified and their role in contributing towards overall housing provision established. While Policy S6 and the Key Diagram define Kent's urban areas, it is left to local plans to define villages and hamlets (for the purposes of Policies RS2 and RS5) and to consider whether any villages should be identified under Policy RS3.

Classification of Settlements

10.25 The Council has already carried out much of this work for the Dover and Western Parishes Local Plan and interim studies of the rest of the District. Work on the Dover District Local Plan has reviewed this and the resulting classification is set out in Policy HS3.

10.26 The criteria used to classify settlements for the purposes of implementing the Structure Plan's Rural Settlement Policies are based on that developed for use in previous local plans. There is no legal definition of a village or hamlet and no policy guidance in PPGs or the Structure Plan. The Council's definition of a village for planning purposes is that a settlement should contain around 100 dwellings and a basic level of services such as a shop/post office, and community facilities such as a village hall, church and school. These criteria stem from the former Department of the Environment discussion paper³ which shows that at around 100 dwellings it becomes difficult for settlements to support services and facilities. Furthermore, this approach is borne out by survey work carried out to assess the number of dwellings and level of facilities and services in the District's rural settlements. The classification recognises the major expansion of Aylesham, proposed by Structure Plan Policy H1, and the potential for larger housing development, in accordance with Policy RS3(a), at Ash, Sandwich on the Industrial Estate, and at Eastry on the former Tarmac works and the Hospital site. Structure Plan Policy RS3(a) applies only to the allocated sites at Ash, Sandwich and Eastry and the remainder of the settlements will be subject to Structure Plan Policy RS2.

10.27 To give effect to the Structure Plan's Rural Settlement Policies it is necessary to draw up village confines for those settlements which are classified as small rural towns and villages. The oversupply of housing land in the District during the Plan Period, combined with the special qualities of the District's countryside and the Plan's Objectives to concentrate development at the urban areas, reduce the need to travel and restrain pollution, has led to the village confines being drawn as tightly as possible, to deliberately exclude the possibility of 'rounding off'. An additional aim of drawing the confines tightly is to minimise the possibility of intensifying the density of development on the periphery of villages, in order to avoid a harsh definition between villages and the countryside. As a general rule, the confines have been drawn to follow recognisable features on the ground, such as property boundaries and exclude non-residential buildings on the edge of confines. They may consist of one or more parts.

Policy HS3

The Council will use the following classification of settlements when applying the Structure Plan's Housing and Rural Settlement Policies:-

- (i) urban areas:**
Dover (including parts of the Parishes of River, Temple Ewell and Whitfield);
Deal (including parts of Sholden, Walmer and Mongeham);
- (ii) H1 specific development:**
Aylesham;
- (iii) RS2 villages:**
Alkham, Aylesham (excluding the H1 development area) Capel-le-Ferne, East Studdal, Elvington, East Langdon, Eythorne, Great Mongeham, Kingsdown, Lydden, Nonington, Preston, Ringwould, Ripple, Shepherdswell, Staple, St. Margaret's, West Hougham, Wingham, Woodnesborough, Worth;
- (iv) RS3(a) small rural towns and villages:**
small rural town - Sandwich
villages - Ash and Eastry;
- (v) RS3(b) villages:**
Goodnestone;
- (vi) RS5 hamlets and sporadic development:**
All other settlements.

Environmental Appraisal

The policy works towards the Objectives of protecting the countryside, restraining pollution, recycling redundant resources, concentrating development at the urban areas, allowing development in rural settlements consistent with their size and function and reducing the need for travel. No Objectives are adversely affected.

Ash

10.28 Ash is one of the largest villages in the District. It has a wide range of commercial and community facilities and is served by a good rural bus service which provides direct connections to Canterbury, Sandwich and Deal. In addition, the railway station at Sandwich is about 5 km away. Ash is also conveniently located to help meet the employment generated housing needs arising from development in the Sandwich Corridor and, in particular, from the pharmaceutical company Pfizer. These factors combine with the need to sustain and strengthen the village's role in the settlement hierarchy to justify its classification as a RS3(a) settlement and to allocate land for around 85 dwellings.

10.29 Two sites are allocated for housing development, the Puma Manufacturing site, which is previously developed land, and a greenfield site to the rear of 85-99 Sandwich Road. The capacity of these sites is estimated as 45 and 85 dwellings respectively, giving a combined total of 130 dwellings. A 20% element of affordable housing will be sought on both sites. As the total number of dwellings is in excess of the envisaged 85 needed during the Plan Period some dwellings will be phased for construction after 2006. On the basis that previously developed land should be used before greenfield land, the site at Sandwich Road will be phased.

10.30 Redevelopment of the Puma Manufacturing site is dependent on the relocation of the existing business together with site preparation and is unlikely to result in housing completions before 2004. However, there are no such constraints to the development of the Sandwich Road site, which indicates that work on the first phase could start earlier. The first phase on this site will comprise 45 private sector dwellings and at least 8 affordable dwellings. This takes account of the capacity of the Puma Manufacturing site, the need to provide for a commercially viable first phase, and the need to provide as much affordable housing as soon as possible. The second phase for the remainder of the housing, including the balance of the affordable housing, will be phased for post 2006 to allow the opportunity for the redevelopment of the Puma Manufacturing site. However, this will be subject to review after the completion of the 30th private sector dwelling or June 2003, whichever is sooner. If, at this time, sufficient progress has not been made to demonstrate that the Puma Manufacturing site is likely to be substantially developed during the Plan Period, the second phase will be allowed to proceed to make good any shortfall in the requirement for dwellings in Ash.

Puma Manufacturing Site

10.31 The site lies between Sandwich Road and New Street and has an area of about 1.3 hectares. It was originally a poor house and a brewery but is now used by Puma Power Plant to manufacture generators. However, it is not a site which can properly serve modern-day needs due to its layout, age and condition of the buildings, and proximity to residential areas. Environmental difficulties have arisen from the testing of plant and the movement of heavy goods vehicles. Consequently, the company intends to relocate within the Plan Period which creates the opportunity for housing redevelopment. Although this will result in the loss of employment land there are other opportunities in the locality and redevelopment will create environmental benefits for the village.



Former poor house on Sandwich Road, Ash

10.32 The site is capable of accommodating a minimum of 45 dwellings. At least 20% of the dwellings provided should be affordable. An element of small one and/or two bedroom dwellings should be provided in accordance with Policy HS11. A children's playspace should also be provided to a LAP standard in accordance with Policy OS2 and Appendix 2.

10.33 Most of the buildings on the site are utilitarian and will need to be demolished. However, the building and brick wall that front onto New Street are within the Street End Conservation Area and should be retained and incorporated into any development proposals. Development must preserve or enhance the special character or appearance of the conservation area and its setting. In addition, the former brewery house, which features a clock, has architectural merit and developers will be encouraged to retain it within any redevelopment.

10.34 The site rises in the south eastern corner to produce significant level changes. Some excavation will be needed in order to allow development in this area. However, the soft edge along New Street and Cherry Garden Lane, which consists of earth mounding and vegetation, should be preserved, incorporated and reinforced as part of the redevelopment. Development should be set back from New Street and Cherry Garden Lane and designed in a manner to minimise its effect on the skyline. Development to the west of the retained brick wall should front New Street and incorporate footway provision along this part of the site. On the Sandwich Road frontage development should be sensitively designed and front the Road in order to ensure that there is continuity of street scene.

10.35 Owing to its former use, the site may be contaminated. A survey and evaluation will, therefore, be necessary prior to the determination of any planning application, in accordance with Policy ER4. The existing accesses are located on Sandwich Road and Cherry Garden Lane. It would be difficult to achieve a satisfactory access to Cherry Garden Lane without causing harm to its rural character. Vehicular access to the residential redevelopment should therefore be from Sandwich Road. It should be restricted to a single access point and designed to minimise visual impact on the street scene.



Interior of the Puma Manufacturing site

Policy HS4

Planning Permission for residential development on the Puma Manufacturing site, Ash shown on Sheet 1 of the Proposals Map, will be permitted provided:-

- (i) there is a minimum of 45 dwellings of which at least 20% should be affordable;**
- (ii) a range and mix of dwelling types and sizes including an element of one and/or two bedroom dwellings is provided;**
- (iii) a Local Area for Play is provided in accordance with the standards contained in Appendix 2 of the Local Plan;**
- (iv) the development preserves or enhances the character or appearance of the Street End Conservation Area and its setting;**
- (v) the building and brick wall which are within the Street End Conservation Area are retained and incorporated into the development;**

Continued

- (vi) **new buildings have minimal impact on the skyline and do not dominate nearby residential properties;**
- (vii) **Development is set back from Cherry Garden Lane and from New Street east of the retained building, and the existing soft edges on these road frontages are retained and reinforced through landscaping;**
- (viii) **to the west of the retained brick wall on New Street and on the Sandwich Road frontage, development fronts the road and incorporates the provision of a footway;**
- (ix) **a survey and evaluation is carried out to determine the extent of any contamination and remedial measures proposed to ensure that the development does not pose a risk to human health; and**
- (x) **vehicular access to the site is achieved from a single access point on Sandwich Road.**

Environmental Appraisal

The policy contributes to the Objectives of protecting the countryside, providing open space, recycling redundant resources, enhancing the historic environment, allowing development in rural settlements which is commensurate with their size and function and encouraging alternatives to the private car. The policy works against the Objectives of protecting employment sites from other development and concentrating investment in the urban areas.

Land to the rear of 85-99 Sandwich Road, Ash

10.36 The site covers 3.12 hectares of land at the eastern end of the village. It consists primarily of a single agricultural field and is bounded on two sides by housing, abutting the rear gardens of residential properties in New Street and properties fronting Sandwich Road. To the west of the site there is a combination of agricultural warehouses. Immediately to the east, there is a hedge and a public footpath that runs along the entire eastern boundary.

10.37 The site is of sufficient size to provide a substantial open space capable of serving residents of the surrounding area as well as the development itself. The development would lend itself to an informal layout around a central open space. To reinforce this informality, there should be a variety of roof pitches and a range and mix of house styles. An element of smaller one and/or two bedroom dwellings should be provided in accordance with Policy HS11. Care must be taken with the design of the housing development in order to avoid any domination of the nearby residential properties and to ensure that the development is not prominent from any longer range views. The existing hedge along the eastern edge of the site should be retained and structural landscaping, incorporating the existing vegetation, should be provided around the perimeter of the site. Landscaping features should be incorporated within the development of the site in order to create visual interest.

10.38 Vehicular access to the development should be achieved from a single point located on Sandwich Road and designed in a manner to minimise its effect on the street scene including road side banking, visibility splays and rural character of the village. An emergency access to New Street must be provided when the development exceeds 50 dwellings. In addition, pedestrian and cycle links should be provided to Sandwich Road and New Street and a pedestrian link to the existing public footpath. The open space should contain a play space to a LEAP and a LAP standard in accordance with Policy OS2 and Appendix 2 of the Plan.

10.39 As set out in paragraph 10.29 the development will be phased. In order to ensure that a comprehensive approach is taken, which provides a mix of dwelling types and sizes and the appropriate amount of affordable housing, open space and landscaping at each stage of the development, the Council will only permit proposals for the whole of the site. Such proposals will need to demonstrate that they are capable of satisfactory implementation in phases.

Policy HS5

Planning Permission for residential development on land to the rear of 85-99 Sandwich Road, Ash shown on Sheet 1 of the Proposals Map, will be permitted provided:-

- (i) there is provision for up to 85 dwellings of which 20% should be affordable;
- (ii) a range and mix of dwelling types and sizes including an element of one and/or two bedroom dwellings is provided;
- (iii) a public open space to meet the needs of the development and deficiencies in the local area, incorporating a Local Equipped Area for Plan and a Local Area for Play, is provided;
- (iv) the development minimises its impact on the skyline and should not dominate the nearby residential properties;
- (v) structural landscaping, incorporating existing vegetation, is provided;
- (vi) vehicular access is achieved from a single access point on Sandwich Road with an emergency access to New Street, together with pedestrian and cycle links to the local highway and footpath network; and
- (vii) the proposals are for the complete development of the site but include a phasing programme to consist of a first phase of no more than 45 private sector dwellings plus a minimum of 8 affordable dwellings which includes a mix of dwelling types and sizes and the appropriate amount of landscaping and open space, and a second phase for the balance of the development which, subject to progress on the redevelopment of the Puma Manufacturing site, is not to be commenced until after the end of the Plan Period.

Environmental Appraisal

The policy contributes to the Objectives of providing open space, allowing development in rural settlements which is commensurate with their size and function and encouraging alternatives to the private car. This policy works against the Objectives of protecting the countryside, recycling redundant resources and concentrating investment in the urban areas.

Northwall Road, Deal

10.40 The site south of Northwall Road is approximately 1.2 Ha. in size. It is bounded by Northwall Road to the north, residential uses, and North Deal Playing Field to the east, the railway line to the south and industrial premises to the west. The site is currently occupied by a mixture of former agricultural buildings, a vacant semi-derelict dwelling, and a paddock. Appropriate development will provide an opportunity of improving the poor overall appearance of the site. This part of Deal is within an area at risk from predominantly tidal flooding. Development proposals will need to accord with the provisions of Policy WE8 regarding safeguarding development from the risks of flooding, in particular no bedrooms will be allowed below 6.18 m. AOD.

Policy HS6

Planning permission for residential development on land south of Northwall Road, Deal, as shown on Sheet 4 of the Proposals Map, will be permitted provided that:-

- (i) the development comprises a minimum of 33 dwellings;
- (ii) provision is made for pedestrian access between the site and North Deal Playing Field;

Continued

Continued

- (iii) a structural landscape buffer is provided on the boundaries of the site to the south with the railway line and the west with the industrial premises;
- (iv) a mixture of house types and sizes, including one or two bedroom properties, is incorporated into the design of the development;
- (v) at least 7 dwellings are for affordable housing;
- (vi) there is provision for a Local Area for Play in accordance with standards contained in Appendix 2 of the Local Plan;
- (vii) no sleeping accommodation is provided below 6.18 metres AOD; and
- (viii) the development is acceptable in terms of traffic generation and access.

Environmental Appraisal

The policy contributes to the Objectives of providing open space, concentrating development in the urban area, and minimising the need to travel. No Objectives are adversely affected.

Former Tarmac Works, Eastry

10.41 The 0.8 Ha. site lies on the west side of Herendon Road at the south west corner of Eastry. The site is bordered to the north by a detached dwelling beyond which are further residential properties fronting Gore Lane. To the east, on the other side of Herendon Road, is a loose collection of houses and a haulage yard. To the west the site borders the countryside. The site is of triangular shape which slopes steeply away from the road towards the countryside. It is contained by Herendon Road and boundary hedgerows and trees. The site was previously used for the manufacture of concrete blocks but that use ceased in the late 1980's and since then it has remained disused. The various former industrial buildings and installations have been demolished. Development of the site is severely constrained by its topography and the presence of the pylon and overhead powerline situated on the western boundary of the site. For safety and amenity reasons development will not be permitted under the pylon or within any safety or easement zone required by National Grid. This part of the site may fall within that required for structural landscaping. Landscaping on the western boundary of the site will be important because of its topography which affords open views of the site from the roads and the proposed cycleway to the west. It is important that the landscaping is sufficient to provide an effective screen to minimise this visual impact. If necessary the height of development will be restricted. The majority of the site falls within Groundwater Protection Zone 1 and the remainder is covered by Zone 2. Given the nature of the former use of the site there will be a requirement to undertake a site investigation survey of potential contamination (Policy ER4). The proximity of the site to one of four medieval cemeteries in and close to Eastry village will require the prospective developer to undertake an archaeological assessment and if appropriate evaluation (Policy HE6).

Policy HS7

Planning permission for residential development on land at the former Tarmac Works, Eastry, as shown on Sheet 4 of the Proposals Map, will be permitted provided that:-

- (i) the development does not exceed 24 dwellings;
- (ii) there is no built development on land required for safeguarding purposes in connection with the operation of the pylon or overhead powerline;
- (iii) a Local Area for Play (LAP) is provided in accordance with the standards set out in Appendix 2 to the Plan;

Continued

- (iv) existing trees and hedgerows within the site are protected and incorporated into the design of the development;
- (v) a structural landscape buffer is provided along the western and northern site boundaries;
- (vi) a mixture of house types and sizes, including one and two bedroom properties, is incorporated into the design of the development;
- (vii) a survey and evaluation is carried out to determine the extent of contamination, and remedial measures proposed to ensure that the development does not pose a risk to human health; and
- (viii) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the archaeological policies of this Plan.

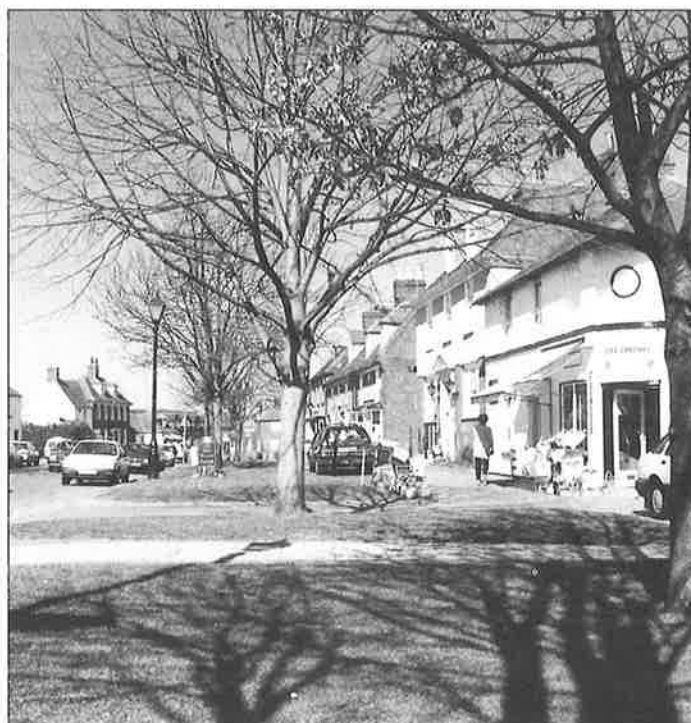
Environmental Appraisal

The policy contributes to the Objectives of providing open space, protecting and enhancing landscapes, recycling redundant resources, and allowing development in rural settlements which is commensurate with their size and function. The policy works against the Objective of concentrating investment in the urban areas.

Development Within Village Confines

10.42 Structure Plan Policy RS2 restricts development in villages to minor development such as infilling. Policy RS3(a) concerns villages which have potential for development exceeding this, while Policy RS3(b) concerns those which are of exceptional conservation importance. Elsewhere, Policy RS5 aims to prevent development, subject to particular exceptions.

10.43 In restricting development in villages to minor development, Policy RS2 limits this to sites in suitable locations within the confines. For the purposes of the Local Plan, suitable is defined as complying with Policies DD5 and DD6 regarding small sites, infilling and backland development, and open space policies. Additionally, land which is located between buildings on the periphery of confines and the confines itself, such as back gardens, will only be suitable for development if it would not result in a stark, or more intensive, definition between the built-up part of the village and its surrounding countryside. The intention is, therefore, to aim for a looser knit pattern of development on the periphery of villages, rather than building intensively up to the confines, in order to maintain a gradual transition from built settlements to countryside.



Wingham, a RS2 settlement

Conversion of Rural Buildings

10.44 Part (ii) of Structure Plan Policy RS5 allows for the re-use or adaptation of rural buildings, provided that this would be acceptable on environmental, traffic and other planning grounds.

10.45 There has been significant pressure in the District for such buildings to be converted to dwellings which has, in effect, added to sporadic residential development. However, PPG7 advises that such proposals should be treated with particular care and that it may be appropriate to apply the same strict control that relates to new housing in the countryside. The Council believes that such a strict approach would be in accordance with the Plan's Objectives to protect the countryside, concentrate development at the urban areas, and allow limited housing development in villages. Consequently, while the Council is keen to see buildings re-used, the emphasis in the countryside will be firmly upon commercial uses (see Chapter 3). There will only be limited circumstances in which residential conversion will be acceptable.



Barn converted to residential use, Nonington

Outside village confines conversion to dwellings will be resisted although conversion to a residential institutional use or a rural worker's dwelling would be permitted when justified under Policies HS12 and 13 respectively. Permission may be granted for residential conversion if the building lies within village confines, provided that a suitable business or tourism use cannot be found, or that residential use is part of a scheme for business or tourism use.

10.46 While the re-use of rural buildings for residential use can contribute to meeting housing requirements, it can have minimal economic benefit. PPG7 advises that where the creation of local employment is a priority it may be appropriate to restrict residential re-use unless attempts have been made to secure a suitable business re-use, or if it is a subordinate part of a scheme for business re-use. The Council considers that this approach should be applied to the re-use of rural buildings in villages in order to seek to redress the imbalance of jobs to workforce in the rural area, and hence reduce the need for travel. This approach is also consistent with the policy objectives of the East Kent Rural Development Area. Consequently, the first preference is for buildings to be re-used for employment or tourism related uses. In order to justify permission for residential re-use in villages, applications should be accompanied by a statement setting out the steps that have been taken to secure a suitable employment or tourism related re-use. A particular requirement will be that genuine and adequate attempts have been made to market the premises and have failed to produce a viable offer. Marketing should be through an appropriate estate agent and for a period of time which fully tests demand having regard to the buoyancy of the prevailing market conditions.

10.47 In line with PPG7, proposals for re-use will only be allowed if the building is of a permanent and substantial construction, its form, bulk and design is, or can be made to be, in keeping with its surroundings, and conversion or adaptation will not damage its character or setting. Additionally, buildings in the countryside must be capable of conversion without the need for major or complete reconstruction.

10.48 Rural buildings can provide important nesting and roosting sites for barn owls and bats. Where buildings contain such sites they should be protected in any conversion. Additionally, new roosting and nesting sites can easily be accommodated when buildings are converted. Conversions should therefore make provision for new roosts and nesting sites.

10.49 If the building to be converted has an adverse effect upon visual amenity, the Council will seek improvements to the external appearance. Any proposals which involve historic buildings must also comply with historic environment policies. In this respect, it should be noted that residential conversions

can easily harm historic buildings and the Council may take the view that some such buildings are not suitable for residential use.

Policy HS8

Proposals for the re-use of rural buildings for residential use will only be permitted if:-

A Within village confines

- (i) it can be demonstrated that the building has been appropriately but unsuccessfully marketed to secure an employment or tourism related use or where such use would be unacceptable on planning grounds, or residential conversion is part of a larger scheme for employment or tourism related use;**
- (ii) the building is of permanent and substantial construction;**
- (iii) its form, bulk and design is, or can be made to be, in keeping with its surroundings;**
- (iv) conversion or adaptation will not damage its character or setting; and**
- (v) where appropriate provision is made for nesting boxes and roosts for barn owls and bats.**

B Outside village confines

- (i) it is for a residential institutional use which meets the terms of Policy HS12, or there is a need within the terms of Policy HS13 to house a rural worker;**
- (ii) the building will not require major or complete reconstruction; and**
- (iii) the above criteria A(ii) to A(v) are met.**

Environmental Appraisal

The policy supports the Objectives of protecting the countryside and managing and enhancing habitats/species and recycling redundant resources. No Objectives are adversely affected.

SPECIFIC HOUSING NEEDS

10.50 Several groups of people have specific housing needs, which should be recognised by the planning system. These needs concern either particular requirements for land or special design features in dwellings.

Affordable Housing

10.51 Many people in the District have a need for, or better access to, housing but cannot afford open market prices. This problem is recognised in PPG3, which allows local plans to indicate an overall target for the provision of affordable housing, together with targets for specific sites, provided that they are based upon evidence of need and site suitability. The Council may then seek to negotiate with developers for an element of affordable housing in individual schemes and ensure that the dwellings are always kept available for this purpose. This will usually entail management by a housing association. This advice is reflected in Structure Plan Policy H6.

10.52 The Council has commissioned a survey of housing needs in the District. This demonstrates that there is a clear justification for the Council to request developers of suitable sites to provide an element of affordable housing together with an element of general market low cost housing. The scale of identified need is so high that it far exceeds the overall Structure Plan provisions. This does not, however, provide

justification for the release of fresh land; it only justifies the provision of a proportion of affordable housing on sites which accord with development plan policies.

10.53 The level of need in the rural area is so high that it cannot be met there without seriously breaching fundamental policies regarding the location of development and protection of the countryside. The Plan, therefore, aims to meet the bulk of need in the urban areas, with the villages playing a support role. Given the overall level of housing need in the District and the



Affordable housing, Wingham

quantity of housing provided for by the Kent Structure Plan, it is unrealistic to assume that these needs can be fully met over the Plan Period. Nevertheless, the Council considers that an achievable aim would be to seek to provide at least 20% of the Structure Plan Policy H1 dwelling requirement for the Plan Period as permanent affordable housing. Consequently, the Plan sets out to achieve a target of around 60 affordable dwellings per year up to 2006 to be provided for through Policy HS9 and on the allocated housing sites identified in Policy HS2 and at Aylesham (Policy AY3). Part of the South Barracks, Deal may offer an opportunity for affordable housing depending upon the outcome of a study into the feasibility of a home/work complex (AS4).

10.54 For the purposes of implementing the Plan's policies, affordable housing is defined as housing provided and managed in a way which serves to reduce the purchase price or rental levels of dwellings below normal market rates to enable initial and subsequent occupation by those in housing need. This will be achieved through the involvement of a registered social landlord and/or the imposition of conditions or legal agreements restricting the occupancy of dwellings to those in need. Affordable housing also includes low-cost market housing which has a role to play in providing for local housing needs.

10.55 To help meet the full range of the District's housing needs, the Council will negotiate with private developers to provide affordable housing. Exactly how much affordable housing a particular development should contribute will depend upon market and individual site factors. Only large developments will be able to bear the costs of such a contribution. In this respect, a large development is defined as one which produces 25 or more dwellings, including flats, or one which could form part of an overall development cumulatively producing 25 or more dwellings, or one which is a residential site of one hectare or more, irrespective of the number of dwellings. The Council will wish to ensure adequate arrangements are made to guarantee that the affordable housing is initially occupied, and subsequently always kept available for those in need - this will be defined as those households eligible for inclusion on the Council's housing waiting list.

Policy HS9

The Council will seek agreement with developers of residential schemes of 25 or more dwellings or on residential sites of one hectare or more, irrespective of the number of dwellings, to include an element of permanent affordable housing. The size of the element will be determined through negotiation taking into account market and site conditions. The Council will also seek agreement to restrict initial and subsequent occupation to people already resident in the District who cannot afford open market housing.

Environmental Appraisal

The policy has no direct relationship with the Objectives.

10.56 The opportunities for providing affordable housing in the rural area under Policy HS9 will be very limited. The Council will, therefore, continue to consider affordable schemes outside village confines as an exception, in accordance with Structure Plan Policy H5. However, the occupants of such housing are often the least mobile section of the population for both financial and physical reasons. The Council believes that affordable housing should, therefore, only be located in villages which have a good range of facilities, which must include a primary school and a shop. Detailed advice on how this will be implemented is set out in the Council's Affordable Housing - Rural Exceptions Scheme Supplementary Planning Guidance.

Policy HS10

Permission for schemes for affordable housing in the rural area beyond village confines will be permitted provided:-

- (i) local needs exist and are documented in a comprehensive appraisal of the parish prepared by the applicant and/or Parish Council, and where appropriate, of adjacent parishes;**
- (ii) these local needs cannot otherwise be met;**
- (iii) the development is of a suitable size and type and will be available at an appropriate cost to meet the identified local need - schemes which include cross subsidies between higher priced and affordable housing, or a discounted initial purchase price, will not be permitted;**
- (iv) the site is well related in scale and siting to a village and its services;**
- (v) the development is located at a village which has a good range of facilities which must include a primary school and a shop and good access to public transport; and**
- (vi) initial and subsequent occupation is controlled through legal agreements to ensure that the accommodation remains available to meet the purposes for which it was permitted.**

Environmental Appraisal

New housing would be allowed on the edge of settlements and this has negative environmental effects through the loss of countryside and the use of fresh resources.

Small Households

10.57 As noted in paragraph 10.02, there is a strong trend towards decreasing household size and, by the end of the Plan Period, the District is projected to have the third smallest average household size in Kent. In line with the provisions of PPG3, the Council will seek housing developments to include an element of smaller (one and two bedroom) dwellings. No thresholds have been identified above which this policy will apply. This introduces an element of flexibility to the policy which due to the pressing need for small units in the District will allow it to be applied to appropriate small scale developments. It is unlikely, however, that development of less than 15 units will be expected to comply with the requirements of the policy. This requirement may be additional to the element of permanent affordable housing which could be negotiated through Policy HS9.

10.58 In addition, the sub-division of large residential properties can be a significant source of small dwellings. Such proposals will be supported, provided that they would not cause harm to the character of an area or to any residents living nearby. Access, parking and amenity space requirements must also be met and, in the case of listed buildings and those within conservation areas and Areas of Outstanding Natural Beauty, there should be no conflict with the appropriate policies regarding design. Furthermore, in order not to erode the supply of small family houses, only dwellings with five or more bedrooms and a

gross internal floor area of 110 sq. m. (1,184 sq. ft.) are considered to have the potential to be converted. Proposals will also have to comply with the standards operated by the Council's Health and Housing Department under the Housing Act 1985, which set out, amongst other things, minimum floorspace space standards for each unit of accommodation.

Policy HS11

In order to ensure that the needs of small households are catered for the Council will:-

- (i) seek to include an element of one and/or two bedroom housing in proposals for residential development; and**
- (ii) permit proposals for the sub-division of residential properties into a number of dwellings provided the residential property has a floor area greater than 110 square metres and 5 or more bedrooms, and the character of the area and amenities of adjacent residents would not be harmed.**

Environmental Appraisal

The policy works toward the Objective of restraining pollution. No Objectives are adversely affected.

Institutional Uses

10.59 The structure of the population indicates that there is likely to be a continuing need for facilities and services to care for the elderly and younger population. The County Council's Social Services place emphasis on 'care in the community' and provide services which care for people in their own homes. This approach will not suit everyone's circumstances and there may still be a need for old peoples', nursing, and rest homes. In addition, other institutional uses, such as childrens' homes, may also be required.



Old people's home, Tilmanstone

10.60 Planning permission is not required for small scale uses involving six or less residents living as a single household in an existing dwelling. However, when permission is required for large scale uses (seven or more), the Council will be concerned to ensure that viable tourist accommodation is not lost, the building is appropriately located in terms of proximity to shops and public transport, and it is suitable for the use.

10.61 In addition, the use itself should not cause harm to nearby residents through, for example, noise and general disturbance from associated traffic. Outdoor amenity space should also be provided and include a degree of privacy. Areas used for other purposes, such as car parking or containing outbuildings, will not count as amenity space. Homes for people who may have mobility difficulties should not be sited in areas which contain steep gradients. Extensions to existing institutional homes will be judged against Policies DD1 and DD8.

10.62 In addition to planning permission, proposals will also have to meet the registration requirements of Kent County Council Social Services and the Fire Officer. Support services, such as day care centres, are dealt with in Chapter 13.

Policy HS12

Proposals for residential institutional uses will only be permitted if they:-

- (i) do not involve the development of land outside the urban boundaries and village confines, unless they are for the conversion of a rural building;**
- (ii) would not result in the loss of viable tourist accommodation;**
- (iii) would not have an adverse impact on the residential amenity of occupants of adjacent dwellings;**
- (iv) have access to local amenities such as shops and public transport;**
- (v) meet parking standards and provide access for emergency vehicles without harming the character of the area; and**
- (vi) provide amenity space for residents, including a private area.**

Environmental Appraisal

The policy supports the Objectives of protecting the countryside, restraining pollution, minimising the need to travel and encouraging more sustainable forms of transport. No Objectives are adversely affected.

Dwellings for Rural Workers

10.63 There may be cases when new housing is needed in the countryside to house people employed in agriculture, forestry, or another land use for which a rural location is essential. Structure Plan Policy RS5 makes a specific exception to the general restriction on development in the countryside and at hamlets for such demonstrated needs.

10.64 Accommodation for agricultural workers is the most commonly sought exception. Annex I to PPG7 gives comprehensive guidance on the case that must be made if planning applications of this type are to succeed. In addition, the Council will encourage whole farm plans to be submitted with applications. In other cases, the applicant must also clearly demonstrate essential need. In assessing proposals, it is always necessary to determine whether there is a functional requirement that full-time workers must live nearby and to apply a financial test to provide further evidence that the stated intentions to engage in the activity are genuine and capable of being sustained for a reasonable period of time. In all cases, the applicant must demonstrate that the unit and the activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so. When a new dwelling is essential, it will also be necessary to examine whether the need could not otherwise be met by existing housing accommodation in the area and that the size and siting of the proposed dwelling is suitable in relation to the identified functional need. New dwellings which are positioned away from existing buildings or other dwellings or are too large in relation to the income which the unit can sustain in the long-term, will not be permitted.

10.65 When permission is granted, the Council will impose an occupancy condition to ensure that the dwelling is only used to meet the type of housing need which has been identified. If it is for an agricultural or forestry worker, the model condition recommended in Annex I to PPG7 will be used. If the applicant controls other dwellings in the same planning unit which do not have occupancy conditions and need to be occupied in connection with the same use, the Council will impose an appropriate occupancy condition. The Council may, in some cases, seek a planning obligation to tie the occupation of a dwelling to the use of the land or buildings on the enterprise to prevent them from being sold separately without further application to the authority.

Policy HS13

Proposals for a rural worker's dwellings outside village confines will only be permitted when:-

- (i) it can be demonstrated that it is essential for the enterprise to function properly;**
- (ii) the need is for accommodation for a full-time worker;**
- (iii) the unit and the activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound and have a clear prospect of remaining so;**
- (iv) no other housing accommodation to meet the need is already available locally;**
- (v) it is grouped with existing dwellings or other buildings on the enterprise; and**
- (vi) its size is commensurate with the functional need and income levels of the enterprise.**

Any permission which is granted will restrict the occupation of the dwelling and where appropriate may extend the occupancy control to other dwellings under the control of the applicant and used in conjunction with the farm unit.

Environmental Appraisal

The policy supports the Objective of only allowing essential development within the countryside. It works against the Objectives of restraining pollution, concentrating investment at the urban areas and reducing the need to travel.

10.66 In cases where a new enterprise, falling within the terms of paragraphs 10.45-46 is being established or an existing use is expanding, it will be impossible at the outset to satisfactorily demonstrate long-term viability. There may also be occasions when the need for accommodation is short-term. In such cases, the Council may allow a temporary form of accommodation for a full-time worker to be on site for a period of up to three years. However, it will always be necessary for applicants to demonstrate that the new enterprise is planned on a sound financial basis and there is firm intention and ability to develop it. It will also be appropriate to examine whether the need for temporary accommodation could not otherwise be met by existing housing accommodation in the area. Proposals will be subject to their siting being well related to existing buildings or other dwellings and the temporary accommodation ceasing to be occupied, and being removed, once permanent accommodation is occupied. Such a permission will be temporary and will not be renewed beyond a continuous period of three years. In the great majority of cases, the Council will expect an application to be submitted for a permanent dwelling before permission expires. Proposals for a permanent dwelling will be judged against Policy HS13.

Policy HS14

Temporary accommodation will be permitted for people employed by a new enterprise in the rural area, which has yet to prove long-term viability, provided that;

- (i) the rural location and the need for accommodation is essential for the enterprise to function properly;**
- (ii) the need is for accommodation for a full-time worker;**
- (iii) it can be demonstrated that the enterprise is planned on a sound financial basis and there is a firm intention and ability to develop it;**

Continued

- (iv) **no other housing accommodation to meet the need is already available locally; and**
- (v) **it is grouped with existing dwellings or other buildings on the enterprise.**

Planning permission will be subject to strict time and occupancy limits.

Environmental Appraisal

The policy supports the Objective of only allowing essential development within the countryside. It works against the Objectives of restraining pollution, concentrating investment at the urban areas and reducing the need to travel.

Gypsies and Travelling Showpeople

10.67 Gypsies are defined in the Caravan Sites Act 1968 as “persons of nomadic habit of life, whatever their race or origin, but does not include members of an organised group of travelling showmen, or persons engaged in travelling circuses, travelling together as such”. Structure Plan Policy H8 requires provision to be made for gypsy sites in accordance with identified need. Although the District Council has made no direct provision for gypsies, there is a site at Aylesham which is provided and managed by the County Council. The District Council considers that this site is adequate to meet expected demand and does not, therefore, propose any additional provision. However, private planning applications for gypsy sites could nevertheless be made and it is considered that the Plan should provide general policy guidance, in accordance with Department of the Environment Circular 1/94. The location of gypsy sites is a difficult and contentious issue. While sites in the urban areas could give occupiers easy access to a wide range of local facilities and services, such sites are difficult to achieve because of the proximity to existing residential and other built uses. In the rural area, strong restraint applies to all countryside and Circular 1/94 advises that it is inappropriate to make provision for gypsies in open land where development is severely restricted eg AONB, SSSIs and other protected areas. Given that there are many designations covering the District the opportunity to find a satisfactory location will be limited. In all cases, sites should be reasonably well related to local facilities. Whether the distance between a site’s location and local facilities is acceptable will depend upon factors such as local topography and other features but sites should be close enough to give occupiers the opportunity to walk, cycle or use public transport.

10.68 Department of the Environment Circular 22/91 requires the Council to consider the needs of travelling showpeople for permanent sites which can be used as a base, particularly during the winter. The Council is not aware of any demand for such sites in the District. Consequently, none have planning permission and none are proposed in the Plan. As with accommodation for gypsies, the Council considers it more appropriate to provide general criteria based guidance against which any possible future applications can be judged. The considerations set out in paragraph 10.67 apply to travelling showpeople and Policy HS15 will be used should proposals come forward.

Policy HS15

Proposals for gypsy sites and permanent sites for travelling showpeople will be permitted provided that:-

- (i) **the site is reasonably well related to local services and facilities and is served by public transport;**
- (ii) **the site contains substantial natural screening and in the case of a site for travelling showpeople it is reasonably flat; and**
- (iii) **the use of the site would not result in any significant loss of residential amenities to the occupants of nearby properties;**

Continued

Depending upon the characteristics of each case, the Council may seek to use conditions to overcome visual impact and noise objections concerning such matters as landscaping, extent of business operations, length of stay and period of occupation.

Environmental Appraisal

The policy supports the Objectives of protecting the countryside, reducing pollution, minimising the need for travel and encouraging more sustainable forms of transport. No Objectives are adversely affected.

HOUSES IN MULTIPLE OCCUPATION

10.69 For planning purposes, houses in multiple occupation (HMOs) are defined as dwellings which:-

- (a) are occupied by seven or more unrelated people living together, whether as a single household or not; or
- (b) are occupied by six or less people, who do not live together as a single household.

10.70 HMOs are an intensive use and may result in planning problems, such as disturbance to and loss of residential amenities of neighbouring dwellings, inadequate parking, and harm to an area's visual amenity caused by loss of front gardens to create hardstandings and dustbin stores. HMOs also give rise to concerns for health and safety. Planning permission is required to use a dwelling as an HMO but, due to the inherent difficulties of this type of accommodation, it will rarely be given. In such rare cases, Fire Prevention and Environmental Health standards (relating to the size of accommodation) will also have to be met. Should the Council discover an HMO operating without planning permission and the use is not, and cannot be made, acceptable, enforcement action will be taken.

Policy HS16

Planning permission will not be granted for the use of dwellings for multiple occupancy unless:-

- (i) there would be no harm to the amenities of nearby residential property;**
- (ii) there would be no harm to the character and appearance of the building and the character of the locality; and**
- (iii) adequate arrangements are made for car parking and for the storage of dustbins.**

Environmental Appraisal

The policy works toward the Objective of restraining pollution. No Objectives are adversely affected.

LIVING OVER THE SHOP

10.71 From survey work, the Council has found that many shops in the town centres only use the ground floor for retailing, with the upper floors remaining vacant or used for storage. Owing to their lack of use, such premises often have a neglected appearance and are an under used resource. The Council wishes to see this accommodation put to better use, and considers housing particularly suitable as it would bring increased life and vitality into the town centres outside shopping hours. It would also create further opportunities for people to live close to shops, services and public transport and in doing so reduce the need to travel.

10.72 In many cases, it will be difficult to meet full car parking requirements. Equally though, occupants will have much less need for private transport. Any dwellings will need to be accessed separately from the shops. The Council's Housing Department will investigate providing this type of housing in conjunction with other agencies, including housing associations. In certain circumstances, the use of the upper floor of a commercial property as a single flat does not require planning permission. When planning permission is required the relevant policies of this Plan will apply, in particular Policy DD1 where an important consideration will be whether the upper floor(s) of the property is of a sufficient size to allow subdivision to a separate dwelling.

REFERENCES

¹*Structure Plan Technical Working Paper 1/94*

²*The following sites allocated in previous plans are not being carried forward into this Plan:- Broadacre/Marshall's Wick, Lydden; land rear of London Road, Beachwood Avenue and Park Avenue, Deal; land south west of Northwall Road, Deal; land rear of Delf Street and Moat Sole, Sandwich; land opposite St Mary's Church, Strand Street, Sandwich and land off Sandwich Road and Shooter's Hill, Eythorne*

³*Department of the Environment discussion paper 'Housing in Rural Areas: Village Housing and New Villages' (July 1988)*

Chapter Eleven

SHOPPING

Chapter Eleven

SHOPPING

INTRODUCTION

11.01 Shopping is concentrated in Dover and Deal town centres. Elsewhere in the urban areas and in the villages, there are small parades, groups and individual shops which serve very local areas. There are, however, two exceptions to this. The first concerns the White Cliffs Business Park at Whitfield, Dover, where there is some out-of-centre shopping. The second is the small rural town of Sandwich which contains a significant amount of shopping serving not only the local area but also some of the District's tourist trade.

Existing Situation

11.02 Dover and Deal compete for trade with other centres in East Kent, including Ashford, Canterbury, Folkestone, Margate and Ramsgate. When compared in terms of size of centre, retailer representation and rental values a clear hierarchy emerges with Canterbury dominating. Dover and Deal are at the bottom of the hierarchy, mainly serving the immediate needs of their catchment areas. In effect, major shopping trips, particularly for clothing and household products, are normally undertaken elsewhere. This results in a significant loss of expenditure from the District, as well as additional and longer journeys. Strengthening the position of Dover and Deal town centres is a main theme of this chapter.

11.03 Despite their comparatively low position in the shopping hierarchy, both Dover and Deal are experiencing pressure for new retail development. In order to provide a basis for responding to this pressure, the Council commissioned a comprehensive study of the District¹. The Study took into account the Government's advice on shopping policy (PPG6), incorporated a survey of shoppers and shopping facilities, and provided a commercial assessment of shopping in the District. The conclusions of the study have provided a valuable input to the Plan.

11.04 The Study estimated the amount of money that is available for expenditure on convenience and comparison shopping and how this will change over the period to 2001. This is shown in Figures 11.1 and 11.2. The amount of expenditure that is lost to other shopping centres was also estimated.

Catchment	1991	1996	2001	2006
Dover	51.1	52.6	53.8	54.8
Deal*	32.7	33.5	34.8	35.5

Catchment	1991	1996	2001	2006
Dover	58.3	62.1	74.0	89.0
Deal*	37.1	39.7	48.1	57.6

Source: Dover District Council Retail Study, Erdman Lewis 1994

*Primary catchment only

11.05 Given the size of existing shopping centres, together with outstanding planning permissions, it is possible to reach a view as to the likely requirement for new shopping provision from a quantitative standpoint. The Study's conclusions are very similar to the County Council's, as set out in Structure Plan Technical Working Paper 4/94.

11.06 Owing to the rapidly changing nature of shopping, it is not possible to make reliable predictions for the last five years of the Plan Period. However, a supplement to the Study has provided some broad indicative figures in order to give a general picture of expenditure growth over the whole Plan Period. These are shown in Figures 11.1 and 11.2 in italics to differentiate them from the firmer predictions up to 2001. Further to this, an updating study of comparison shopping in Deal, carried out in 1997, has provided firmer expenditure figures particularly over the 2001 to 2006 period.

Applying the Plan's Aims and Objectives

11.07 With respect to Aim 1, new shopping should not involve building on countryside or valuable open space (Objectives 1 and 3). Rather, the focus of shopping activity is to be the town centres of Dover and Deal, where shoppers have greater choice of transport. In line with Aim 3 (Objective 22), town centres should provide easier access, particularly for those without a car. Objective 23 indicates that they should be welcoming places.

Shopping Strategy

11.08 Based on the existing situation and the Aims and Objectives, the Plan's shopping strategy seeks to:-

- (a) concentrate new shops in the town centres of Dover and Deal;
- (b) provide for the needs of the local population as far as is practical, taking into account the limitations imposed by Dover and Deal's positions in the shopping hierarchy;
- (c) ensure that shops are accessible by a range of means of transport including walking and cycling;
- (d) improve the quality of town centre shopping and its environment; and
- (e) support local shopping, particularly in Sandwich.



Dover town centre

11.09 While the question of access in terms of the location of new shops is considered in this chapter, complementary policies relating to access within town centres can be found in Chapter 4. Physical access to shops is considered in Chapter 8 and the potential for converting unused space above shops is considered in Chapters 3 and 10.

SUSTAINABLE RETAIL DEVELOPMENT

11.10 The Council believes that town centres are the most appropriate location for shops. The Plan's policies are very much geared to preventing any decline in the role of shopping in the town centres and maximising any opportunities for strengthening that role.

11.11 The Government's objectives include the need to sustain and enhance the vitality and viability of town centres and to ensure a wide range of shops, employment, services and facilities are available to which people have easy access by a choice of means of transport. Where the need for new development is established, the preferred location for new shopping investment will always be for town centre sites. If it can be demonstrated that no suitable sites or buildings suitable for conversion are available, an edge-of-centre site may be acceptable provided there is a need for additional facilities and there are good pedestrian and cycle links to the town centre and the development would sustain and enhance the vitality and viability of the existing centre. Such sites should be readily accessible by public transport.

11.12 Proposals for sites elsewhere in the urban area will only be considered if the above two options are not available, there is a demonstrable need for additional facilities, the site is accessible by a choice of means of transport, and the development would not undermine the key retail strategy of the Plan to sustain and enhance the existing town centres of the District. In addition, the supply of land for other uses must not be prejudiced and, if possible, the site should be grouped with other similar uses. In order to limit the possibility of retail warehousing competing directly with a town centre, any permissions will be subject to a condition restricting the range of goods which can be sold, to avoid direct conflict with existing town centres. Proposals for development beyond the urban area will not be acceptable. The 'sequential approach' to locating major retail developments is also contained within Structure Plan Policy R1.

11.13 The Plan applies the 'sequential approach' with one notable exception. In the case of major convenience food retail development in Dover, local circumstances justify taking a more restrictive approach. Here, sites beyond edge-of-centre will not be acceptable. Consequently, the Chapter sets out the policy requirements of food and comparison retailing by town centre, rather than having general policies which would apply throughout the District.

DOVER TOWN CENTRE

11.14 The following characteristics of Dover town centre are taken from a shopping study commissioned by the Council¹ in 1993. Dover, which has a catchment of some 50,000 people, suffered from negative perceptions by both the retail industry and the shopping public. Shoppers did not spend very long in the town centre, suggesting that many trips were of a secondary nature. The town was generally perceived by the shopping public to be in decline and was rated poorly in terms of price and choice of goods. Access within the centre was seen as a problem, largely due to the volume of traffic. On the positive side, walking was the main mode of transport to the centre, with the private car a close second. Over 75% of shopping trips involved both food and non-food purchases. Shoppers wanted a new large foodstore in the town centre, a street market and an extension to pedestrianisation.

11.15 A substantial amount of convenience trade has been lost to out of centre stores. Some 85% of convenience shopping expenditure was retained in the catchment area. About 52% of total expenditure was retained by the out of centre Tesco store at Whitfield (which is overtrading) and only 33% by the town centre. Given the limited projected increase in expenditure, the issue for convenience retailing is one of quality rather than quantity.

11.16 The town has not performed a strong comparison goods role, with only some 50% of expenditure retained in the area. Since the capacity of existing floorspace is adequate to accommodate anticipated expenditure growth, the main issue is qualitative improvement. From 2001 onwards, growth in expenditure may help support a limited amount of new floorspace. Any further development of comparison shopping in the town centre would have benefits in terms of sustainability, by maximising the opportunity for people to use other means of transport than the car.

Town Centre and Shopping Frontages

11.17 The town centre, shown on the Proposals Map, identifies where mixed commercial uses predominate. Within it, the core shopping area is basically linear and stretches over a considerable distance between Townwall Street and Bridge Street. However, comparison goods multiple retailers are concentrated in only a short section of the shopping area. The Charlton Green area, although not in the town centre, includes several major retailers. It is considered to be an edge-of-centre site on the basis of rental values and location relative to the core area. This does not detract from the importance of this area for shopping in Dover.

11.18 Floorspace rentals and retailer representation indicate that the Primary Frontage consists only of Biggin Street and Cannon Street. The remaining shopping areas, which are somewhat fragmented, are less important but the strongest of these warrant specific consideration and are classified as Secondary Frontage. Owing to the fragility of the town centre, it is particularly important that its vitality and viability are not eroded further and that, if possible, its performance is improved. To achieve this, it is particularly important that the retail function of the Primary and Secondary Frontages is given as much protection and support as possible. The extent of the Primary and Secondary Frontages is shown on the Proposals Map.

11.19 Within the Primary Frontage, only uses in Classes A1 (shops) and A3 (food and drink) of the Use Classes Order 1987 will be permitted in ground floor premises. The Council considers that A3 uses are appropriate as they can assist in making the town attractive to visitors and create activity in the evenings. Proposals for A3 uses should be in accordance with Policy SP13. With regard to A2 uses (financial and professional services), the Council is concerned to avoid concentrations which could undermine the retail function. Currently, 10% of ground floor premises within the Primary Frontage are in A2 uses and the Council will not, therefore, permit any further proposals for such use. As A3 uses have the ability to change to A2 under permitted development rights, the Council when permitting an A3 use will remove such permitted development rights in order to avoid a concentration of A2 uses within the Dover Primary Frontages. The situation will be monitored, and reassessed in reviews of the Plan.

Policy SP1

Within the Dover Primary Frontage shown on the Dover Inset of the Proposals Map only uses in Use Classes A1 and A3 will be permitted in ground floor premises.

Environmental Appraisal

The policy supports the Objective of concentrating future investment in urban areas. It has no impact on any other Objective.

11.20 Within the Secondary Frontage, only A1, A2 and A3 uses will be permitted in ground floor premises. Other uses appropriate to a town centre (such as entertainment facilities, launderettes, vehicle showrooms, taxi and vehicle hire businesses) will be directed to town centre locations outside the Primary and Secondary Frontages. As some of these locations include residential areas, it will be necessary to consider the impact on residential amenity. Amusement centres are dealt with separately in Policy SP12 and the special considerations applying to A3 uses in Policy SP13.

Policy SP2

Within the Dover Secondary Frontages shown on the Dover Inset of the Proposals Map only uses in Use Classes A1, A2 and A3 will be permitted in ground floor premises. In town centre locations outside the Primary and Secondary Frontages these uses, and any other service and entertainment uses appropriate to a town centre, will be permitted provided that the amenities of any nearby residents would not be harmed.

Environmental Appraisal

The policy supports the Objective of concentrating future investment in urban areas. It has no impact on any other Objective.

New Convenience Provision

11.21 There is no quantitative case for additional floorspace, therefore, no sites have been allocated. There is, however, a need to provide firm guidance for dealing with any planning applications which may be submitted. In doing so, the major concern is to redress the serious imbalance between out-of-centre and town centre shopping in a way which improves the general shopping attractiveness of the centre. This can only be achieved through proposals which are physically well related to the town centre and have the potential to allow shoppers to use a range of services from one trip.

11.22 Therefore, while the locational criteria set out in paragraph 11.11 apply, development beyond edge-of-centre will be resisted. This approach, which is stricter than paragraph 11.12, is warranted in the local circumstances. Proposals on sites outside the town centre will be assessed for their effect upon nearby existing centres and the Plan's shopping strategy. The Council may seek information on the likely impact of proposed development from the applicant in relation to schemes of under 2,500 sq. m., depending upon the nature of the development and its relationship to the centre(s). Proposals for more than 2,500 sq. m. should, in accordance with PPG6, always be supported by such information.

Policy SP3

Proposals for convenience supermarkets and superstores at Dover will only be permitted if the site is within the town centre shown on the Proposals Map, or if no site is available, it is located on an edge-of-centre site provided that:-

Continued

- (i) **there is a demonstrable need for further convenience floorspace;**
- (ii) **it would help to sustain and enhance the vitality and viability of existing centres; and**
- (iii) **pedestrian and cycle access to the town centre is, or can be made to be, viable and attractive and easy linkages are available to the site by public transport.**

Environmental Appraisal

The policy supports the Objectives of protecting the countryside from development, reducing pollution, re-using and recycling resources, encouraging investment in urban areas, minimising the need to travel and making provision for alternatives to the car. No Objectives are adversely affected.

New Comparison Provision

11.23 Comparison shopping includes retail warehousing, factory outlets and warehouse clubs. PPG6 states that for new forms of retailing, such as factory outlets and warehouse clubs, the planning issues are whether they would divert trade from existing centres, be accessible by a choice of means of transport and, in particular, have a significant effect on overall car use. Therefore, proposals for new forms of comparison retailing will be treated in the same way as traditional comparison goods outlets.

11.24 While it is unlikely that additional comparison floorspace will be required on quantitative grounds, there is evidence of market demand for additional retail warehousing to serve the Dover catchment, in the order of 6,500 sq.m. (70,000 sq.ft.). In addition, a factory outlet centre has opened on an edge-of-centre site at Wellington Dock. While the Council would welcome further improvements to the range of comparison shopping in Dover, it is essential that it occurs in a way which supports the town centre. The Plan provides criteria based guidance, rather than to anticipate retailer requirements and allocate a site, although retail development would be acceptable as part of a mixed use development in the St James's area (See Policy AS9). Demand for smaller scale comparison stores could be accommodated within the town centre through take-up of vacant premises.

11.25 In line with Structure Plan Policy R4, the Council will be sympathetic to proposals for retail warehousing which comply with the locational hierarchy described in paragraphs 11.10-13. Proposals on sites outside the town centre will be assessed for their effect upon nearby existing centres and the Plan's shopping strategy. The Council may seek information on the likely impact of proposed development from the applicant in relation to schemes of under 2,500 sq. m., depending upon the nature of the development and its relationship to the centre(s). Proposals for more than 2,500 sq. m. should, in accordance with PPG6 always be supported by such information.

Policy SP4

Proposals for comparison stores will only be permitted if:-

- (i) **they are located on a town centre site or, if no such site is available, an edge-of-centre site with good pedestrian and cycle links to the centre; or**
- (ii) **in the case where a town centre or edge-of-centre site is not available a location elsewhere in the urban area may be acceptable, particularly if it is grouped with other similar uses.**

Additionally, in the case of proposals involving an edge-of-centre or out-of-centre site the development must:-

Continued

- (iii) demonstrate there is a need for further comparison floor-space;
- (iv) help to sustain and enhance the vitality and viability of existing centres;
- (v) be, or could be made, accessible by a range of transport modes, including public transport; and
- (vi) not prejudice the supply of land for other purposes.

Any permission will be subject to a condition limiting the range of goods that can be sold.

Environmental Appraisal

The policy supports the Objectives of protecting the countryside from development, reducing pollution, re-using and recycling resources, encouraging investment in urban areas, minimising the need to travel and making provision for alternatives to the car. No Objectives are adversely affected.

DEAL TOWN CENTRE

11.26 The following characteristics of Deal town centre are taken from a shopping study commissioned by the Council¹ in 1993. Although Deal is lower in the shopping hierarchy than Dover, its town centre performed better than Dover's in a number of respects. It retained a higher proportion of trade and was popular with shoppers, although its ability to attract major shopping trips is limited by its localised catchment. Shoppers rated Deal favourably in relation to neighbouring centres and, on average, spent more time in Deal than in Dover. Food shopping was the main reason for visiting the town, with use of service outlets second and comparison shopping a poor third. There was a high proportion of linked food and non-food shopping trips. Shoppers criticised car park charges and choice of goods and a majority did not want the pedestrianised area extended nor did they want a new superstore. Of those who wanted a superstore, most preferred it to be located in or on the edge of the town centre.

11.27 The 1993 Study found that there was considerable leakage of convenience expenditure from the Deal primary and secondary catchment areas, particularly to Whitfield. This has been subsequently addressed through the development of a supermarket on a site at West Street adjacent to Deal railway station.

11.28 In 1993 Deal retained about 50% and 25% of comparison expenditure within its primary and secondary catchments, respectively. The 1997 updating Study found that, on the assumption Deal maintains its market share, there is potential for growth in both bulky and non-bulky comparison goods retail floorspace.

Town Centre and Shopping Frontages

11.29 The town centre, shown on the Proposals Map, identifies where mixed commercial uses predominate. Within this, the shopping centre is essentially linear (located between South Street and the Town Hall in High Street), although it also extends to several adjacent shopping streets. The Primary Frontage is concentrated in a short section of High Street, within the pedestrianised area. Of the remaining shopping streets, some warrant specific consideration and are classified as Secondary Frontage. The Primary and Secondary Frontages are shown on the Proposals Map.

11.30 Within the Primary Frontage, 27% of ground floor premises are in non-shopping uses. This percentage is very high given Deal's position in the



Primary Frontage, High Street, Deal

shopping hierarchy and the compact nature of the Primary Frontage. In order to ensure that this proportion is not exceeded, and in the long-term reduced, the Council will not permit anything other than shopping (A1) uses.

Policy SP5

Within the Deal Primary Frontage shown on the Deal Inset of the Proposals Map only Class A1 uses will be permitted in ground floor premises.

Environmental Appraisal

The policy supports the Objective of concentrating future investment in urban areas. It has no impact on any other Objective

11.31 Elsewhere within the town centre, the considerations are the same as for Dover - see paragraph 11.20.

Policy SP6

Within the Deal Secondary Frontages shown on the Deal Inset of the Proposals Map only Use Classes A1, A2 and A3 will be permitted in ground floor premises. In town centre locations outside the Primary and Secondary Frontages these uses, and any other service and entertainment uses appropriate to a town centre, will be permitted provided that the amenities of any nearby residents would not be harmed.

Environmental Appraisal

The policy supports the Objective of concentrating future investment in urban areas. It has no impact on any other Objective.

New Convenience Provision

11.32 The development of a retail foodstore on the West Street site meets the immediate need for a new foodstore in Deal. However, there is a need to provide firm guidance for dealing with any applications which may be submitted for other sites. The locational criteria set out in paragraphs 11.10-13 will be applied. Proposals on sites outside the town centre will be assessed for their effect upon nearby existing centres and the Plan's shopping strategy. The Council may seek information on the likely impact of proposed development from the applicant in relation to schemes of under 2,500 sq. m., depending upon the nature of the development and its relationship to the centre(s). In accordance with PPG6, proposals for more than 2,500 sq. m. should always be supported by such information.

Policy SP7

Proposals for convenience supermarkets and superstores at Deal will only be permitted if:-

- (i) **the site is within the town centre shown on the Deal Inset of the Proposals Map or, if no such site is available, is located on the edge-of-centre with good pedestrian and cycle links to the centre, or if no such site is available, is located elsewhere in the urban area; and**
- (ii) **the scale of development must respect and be in sympathy with the size and character of the town centre.**

Continued

Additionally, in the case of proposals involving an edge-of-centre or out-of-centre site, the development must:-

- (iii) show that there is a demonstrable need for further convenience floorspace;**
- (iv) help to sustain and enhance the vitality and viability of existing centres;**
- (v) be accessible by a range of transport modes, including public transport; and**
- (vi) not prejudice the supply of land for other purposes.**

Environmental Appraisal

The policy supports the Objectives of protecting the countryside from development, reducing pollution, re-using and recycling resources, encouraging investment in urban areas, minimising the need to travel and making provision for alternatives to the car. No Objectives are adversely affected.

New Comparison Provision

11.33 There is potential for additional comparison retail floorspace in Deal for both bulky and non-bulky goods in order of 5,700 to 6,400 sq. m. gross, of which around 2,600 to 2,900 sq. m. is for bulky goods. The regularisation of the retail sale of timber, timber products, and DIY and garden products from premises at Albert Road will meet the potential for bulky goods floorspace.

11.34 The potential for additional floorspace for non-bulky comparison goods can be met through an existing commitment at 74 to 78 High Street, the allocation of sites at West Street and Park Street and through redevelopments, extensions and changes of use in the town centre. Any proposals for out-of-centre comparison shopping will be considered against Policy SP4.

Policy SP8

Sites at West Street and Park Street, Deal, shown on the Deal Inset of the Proposals Map, are allocated for comparison goods retail development.

Environmental Appraisal

The Policy supports the Objectives of re-using and recycling resources, encouraging investment in urban areas, minimising the need to travel and making provision for alternatives to the car. No Objectives are adversely affected.

SANDWICH

11.35 Sandwich contains a range of shops and services generally catering for the day to day needs of its own population of around 5,000 people, together with a rural catchment of around 4,000. It also has a significant role in catering for visitors, in that much of its non-food trade is of a specialist nature and dependant upon the continuing ability to attract a tourist trade. Research² identifies a need for more restaurants and cafes. The medieval street pattern within the centre of Sandwich poses access difficulties for shoppers and some delivery vehicles. This matter is considered in Chapter 4.

11.36 Although Sandwich's facilities are limited and generally of a secondary nature, they are, nevertheless, important to the local population. The Council, therefore, wishes to make sure that Sandwich continues to be a locally important shopping centre. Owing to the nature and scale of shopping in

Sandwich, it is not considered appropriate to identify Primary and Secondary Frontages. Instead, the most important areas are shown on the Proposals Map as Sandwich Town Centre Frontages, within which only A1, A2 and A3 uses will be acceptable. Proposals for A3 uses must also be acceptable within the terms of SP13. Elsewhere proposals for retail and service uses will be judged against Policy SP10.



Shopping in Market Street, Sandwich

Policy SP9

Within the Sandwich Town Centre Frontages shown on the Sandwich Inset of the Proposals Map only uses in Use Classes A1, A2 and A3 will be permitted in ground floor premises.

Environmental Appraisal

The policy supports the Objective of protecting and encouraging local shopping facilities in this important rural shopping centre. No Objectives are adversely affected.

New Convenience Provision

11.37 With regard to food shopping, the Moat Sole supermarket has improved the range of food on offer in the town of Sandwich. The supermarket is located within easy walking distance to the centre to encourage linked shopping trips and will help to strengthen Sandwich's general attraction to shoppers.

TOWN CENTRE MANAGEMENT

11.38 In recent years, the Council has achieved much in improving Dover town centre's general environment. Repaving schemes have been carried out in Castle Street and the area between Bench Street and Biggin Street, including Market Square. Although this has greatly improved conditions for pedestrians and the general environment of the town centre, the use of Pencester Road, a short section of Biggin Street, and Priory Street by traffic remains a major problem. In Deal, paving and pedestrianisation works have been carried out including, most recently, the upgrading of Middle Street car park. A survey undertaken by Sandwich Rotary indicated that while local residents wanted pedestrianisation, Sandwich traders did not.

11.39 A coordinated approach to managing all aspects of a town centre's environment is of great importance to improving overall quality and strengthening a centre's general attractiveness. The Plan supports all measures to achieve these ends. In Dover, the District and County Councils, in partnership with the private sector, have instituted a Town Centre Management Partnership. Its purpose is to maintain and strengthen the town centre through a series of action programmes on development, promotion, business support and organisation. A town centre manager has been appointed.

OTHER SHOPPING POLICIES

Local Shops

11.40 Shops in suburban locations and the rural area provide a valuable service and have an important social function. They can also help to reduce the need for people to travel to the town centres. Local shops are subject to ever increasing commercial competition, especially from large shops such as supermarkets. This has contributed to their decline. What constitutes a local, as opposed to non-local,

shop will depend upon the type and range of goods sold in relation to the circumstances of any one locality. If a proposed shop would be likely to serve a wider catchment and would compete with other centres it would not be a local shop.

11.41 While planning policy cannot prevent shops from closing, planning permission for changes of use will only be given in certain circumstances. It can also take into account the likely competitive effects of a new out-of-centre shop on the economy in the rural area. In addition, when sites of 5 Ha. (12 acres) or more are proposed for uses other than shopping, the Council will seek the provision of local shopping facilities to meet the needs of those working or living in the immediate vicinity, as part of the objective of creating areas of mixed uses. However, proposals for local shops must not harm the amenities of any nearby residents and must also be acceptable in design and transport terms.



Local shop, Mill Hill, Deal

11.42 In the rural area, the Council considers that local shops should be well related to settlements both physically and in terms of the range of goods for sale, in order to ensure that they do not encourage more and longer journeys, especially by car. In addition, they must be acceptable in design terms and not cause a reduction in traffic safety. Paragraph 11.51 refers to farm shops.

Policy SP10

Proposals for local shops or extensions to local shops will be permitted:-

- (i) within the urban areas and rural settlements provided that there would be no harm to the amenities of nearby residents and that the design and transport aspects are satisfactory; and**
- (ii) on development sites for other land uses of 5 hectares or more.**

Environmental Appraisal

The policy supports the Objectives of both concentrating investment in the urban areas and helping to maintain/enhance basic services in the villages. No Objectives are adversely affected.

Retention of Rural Shops and Pubs

11.43 Rural shops are of great importance to the economic and social well-being of the rural area. Their loss to other uses, particularly non-commercial use, can be a severe blow to the fabric of a village and its catchment. Their loss often means that the local community is less sustainable and that people will have to travel further for essential items. Similar considerations apply to rural pubs. Such pubs are often not simply a place to have a drink but also provide a venue for local clubs and societies to meet and facilities for people to hold parties and receptions. The loss of such pubs to other uses can seriously diminish the range of facilities available to local people. When applications are submitted for the change of use of a rural shop or pub, account will be taken of its importance to the community which it serves, having regard to the range of shopping and other facilities which would remain. Permission for alternative uses will not be granted if the community would be left without any local shops or facilities, or the range of shopping or facilities would be seriously diminished, unless the applicant has established that a shop or pub use is no longer commercially viable. In this respect, it must be shown that genuine and adequate attempts have been made to market the premises and have failed to produce a viable offer. Marketing should be through an appropriate estate agent and for a period of time which fully tests demand having regard to the buoyancy of prevailing market conditions.

Policy SP11

Planning permission will not be granted for the change of use of a rural shop or pub unless:-

- (i) its loss would not harm the economic and social viability of the community which it serves; or**
- (ii) genuine and adequate attempts to market the premises for retail purposes or as a pub (as appropriate) have failed.**

Environmental Appraisal

The policy supports the Objectives of reducing pollution, maintaining services in villages and minimising the need to travel. The policy works against concentrating investment in the urban areas.

Amusement Centres

11.44 Planning permission is required for the use of any premises as an amusement centre. Amusement centres include such activities as bingo halls, prize bingo centres, amusements with prizes machines and amusement only machines. Planning permission for the installation of amusement machines in pubs and cafes etc. is not required if they are ancillary to the main use of the building. However, this very much depends upon the scale and intensity of use of the amusement area. In cases of any doubt, the Council should be consulted. PPG6 describes the particular problems associated with centres and gives guidance on appropriate locations and detailed planning controls.

11.45 This advice and the nature of the District's shopping centres, leads the Council to conclude that amusement centres will only be acceptable in Dover and Deal town centre locations, provided they do not involve ground floor premises within the Primary Shopping Frontages. Even then, amusement centres should not harm visual amenity, nor cause noise or disturbance - which can only be judged in relation to the general levels of noise and activity in an area. Greater weight will be placed on these considerations if a conservation area, or other place of architectural or historic character, is affected. Locations close to noise sensitive uses such as dwellings, schools, churches and hotels will not be acceptable.

11.46 When a location is acceptable, the Council will assess the particular type of amusement centre proposed for the level of noise and general disturbance likely to be created. Depending upon this assessment, conditions may be imposed to control such matters as hours of opening and noise attenuation. Noise may be reduced by measures such as insulation, self-closing doors, the enclosure of the front of the premises and prohibiting external loudspeakers.

11.47 In addition to planning permission amusement centres require a separate permit from the Council under the Gaming Act 1968.

Policy SP12

Proposals for amusement centres will be permitted provided that:-

- (i) they are located within the town centres of Dover and Deal, shown on the Insets of the Proposals Map, but do not involve ground floor premises within the Primary Shopping Frontages;**
- (ii) they are not located close to uses sensitive to noise and disturbance; and**
- (iii) they would not harm visual amenity or cause noise or disturbance, particularly in relation to conservation areas and buildings or places of special architectural or historic interest.**

When proposals are acceptable within these terms, conditions may be imposed concerning such matters as hours of use and noise attenuation.

Environmental Appraisal

The policy supports the Objective of concentrating investment in urban areas. No Objectives are adversely affected.

Food and Drink (A3) Uses

11.48 Food and Drink uses include hot food shops, restaurants, cafes, snack bars, wine bars and public houses. They provide a valuable service to local people and visitors. They can also add much to the vibrancy of town centres, particularly when the use is allowed to extend onto the pavement. However, associated noise, disturbance and smell can seriously harm the amenities of people living nearby and the general character of an area. This can be made worse when opening hours extend into the evening, often beyond licensing hours. This is especially the case with hot food shops.



Street café, Market Square, Dover

11.49 Such uses are acceptable in principle within the Dover Primary and Dover and Deal Secondary Frontages (subject to Policies SP1, 2 and 6), where a more lively atmosphere is expected and encouraged. Elsewhere, the Council will assess compatibility with surrounding land uses, the suitability of access and availability of car parking. In all cases, the physical requirements of introducing such uses into listed buildings and buildings in conservation areas can pose great difficulties, particularly with regard to fume extraction equipment. Whenever possible, this equipment should be housed in existing chimney stacks. This aspect will be judged against the Plan's historic environment policies.

11.50 All permissions will usually be subject to conditions concerning hours of operation and the provision of fume extraction equipment. In addition, hot food take-away shops can attract significant car borne trade. Where parking is limited, this can cause inconvenience and even danger to other road users. In instances when an A3 use would be acceptable, permission may be granted subject to a condition preventing hot food take-away use.

Policy SP13

Proposals for food and drink (A3) uses in premises outside the Primary and Secondary Frontages will be permitted provided that:-

- (i) the amenities of nearby residents and the general area would not be harmed; and**
- (ii) access and car parking arrangements are adequate and the proposal would not lead to disruptions in the flow of traffic.**

In addition, any proposal, whether or not located in the Primary or Secondary Frontages, will be subject to:-

- (iii) conditions regarding the siting of fume extraction equipment and limiting the hours of operation; and**
- (iv) a condition will be imposed to prevent the use of the premises as a hot food take-away shop, when justified on highway grounds.**

Environmental Appraisal

The policy has no direct impact on any Objective.

Farm Shops

11.51 It is becoming increasingly common for agricultural produce to be sold direct to the public from the farm on which it was grown. Farm shops can serve the rural community by helping to meet the demand for fresh produce and provide a limited number of jobs. On a small scale, this can be regarded as ancillary to the main farming use and can contribute towards rural diversity. However, retailing is different in character from farming and can be a material change of use constituting development. Planning permission will be required if:-

- (a) a new building or related ancillary development, such as a hardstanding for car parking, is proposed; or
- (b) a significant proportion of sales is of fresh produce not grown on the farm or is of other goods imported for sale; or
- (c) sales become so large that the use is no longer ancillary and an independent retail use is created.

11.52 The Council classifies such development as local shops, to be judged against Policy SP10.

REFERENCES

¹*Dover District Council Retail Study; Erdman Lewis 1994*

²*Sandwich Looks Forward: A Strategic Plan for the 21st Century; URBED 1992*

Chapter Twelve

OPEN SPACE AND RECREATION

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OPEN SPACE AND RECREATION

INTRODUCTION

12.01 The provision of adequate open space and recreation facilities is important in meeting the demands of leisure time and the concerns for healthier lifestyles. It can improve quality of life and the general perception of the District as a place to live, work and visit. PPG17 requires the Plan to make sufficient provision for open space and other recreational needs. As part of this process, the Council approved a Sports and Recreation Strategy¹, which considers the District's recreation needs and opportunities over the Plan Period. The Strategy identifies a number of key development sites for sport and recreation. Those sites which are acceptable in planning terms and are likely to be implemented within the Plan Period have been incorporated into this Plan.

12.02 This chapter seeks to protect important open space, and provide for formal and informal recreation opportunities in the District. Tourism (a major recreational activity in itself) is dealt with in Chapter 3, public rights of way and cycling in Chapter 4, and protection of the countryside in Chapter 5. Chapter 14 considers the open space and recreation needs of the proposed expansion of Aylesham.

Existing Situation

12.03 The District contains a wide range of open space, including major municipal parks, gardens, local nature reserves, promenades, sport pitches and various informal grassed areas. The Council has undertaken survey work² on open space and is generally concerned about the shortage of open space within some parts of the District. The loss of open space to built development is a concern, particularly as once lost, it is very difficult to replace.



The Pines, St. Margaret's

12.04 Dover Leisure Centre is the main multipurpose sports centre in the District. Other indoor facilities are provided in Sandwich (dry sports only) and Deal. In Deal, Tides Leisure Centre caters for swimming, fitness training and indoor tennis. Throughout

the District, sports facilities are also provided by schools, private clubs and companies.

12.05 The District also provides for a wide range of outdoor sports, including golf. While there are no public courses, the quality of private courses is high. They include Royal St. George's Golf Club, Sandwich, which has hosted the British Open Championship. Sea angling is also very popular. Deal has hosted the British Championships and the World Sea Angling Championships. The District has two marinas and 14 watersports clubs. Many opportunities also exist for informal watersport recreation, particularly at Dover harbour which provides a relatively sheltered and safe environment.

Applying the Plan's Aims and Objectives

12.06 In relation to Aim 1, Objectives 3 and 10 are concerned with providing sufficient open space in towns and directing future investment to urban areas, respectively. Objective 12 encourages the provision of services, including recreational facilities, in villages. Wherever recreational facilities are proposed, Objective 13 seeks to ensure that they are located in accordance with sustainable criteria. Objective 22 (Aim 3) seeks to ensure that open space and recreation are made accessible to all sections of the

community. Open spaces within development create a better environment in terms of design and amenity (Objective 23).

Open Space and Recreation Strategy

12.07 Based on the Aims and Objectives and the existing situation, the Plan's Open Space and Recreation Strategy seeks to:

- (a) identify and protect important existing open space;
- (b) develop standards of public open space provision;
- (c) identify and rectify deficiencies in the quantity and quality of public open space;
- (d) assess local demand for particular sports;
- (e) encourage the provision of sports facilities;
- (f) direct major facilities to Dover and Deal; and
- (g) ensure that open space and recreational facilities are accessible to all sections of the community.

12.08 The strategy will be mainly implemented by the Plan and through the Council's recreation function. In particular, the Plan will identify and protect open space, and allow for new recreational facilities where they are appropriate in terms of location and scale. The Council also has a role in maintaining children's play facilities, as do many Parish Councils.

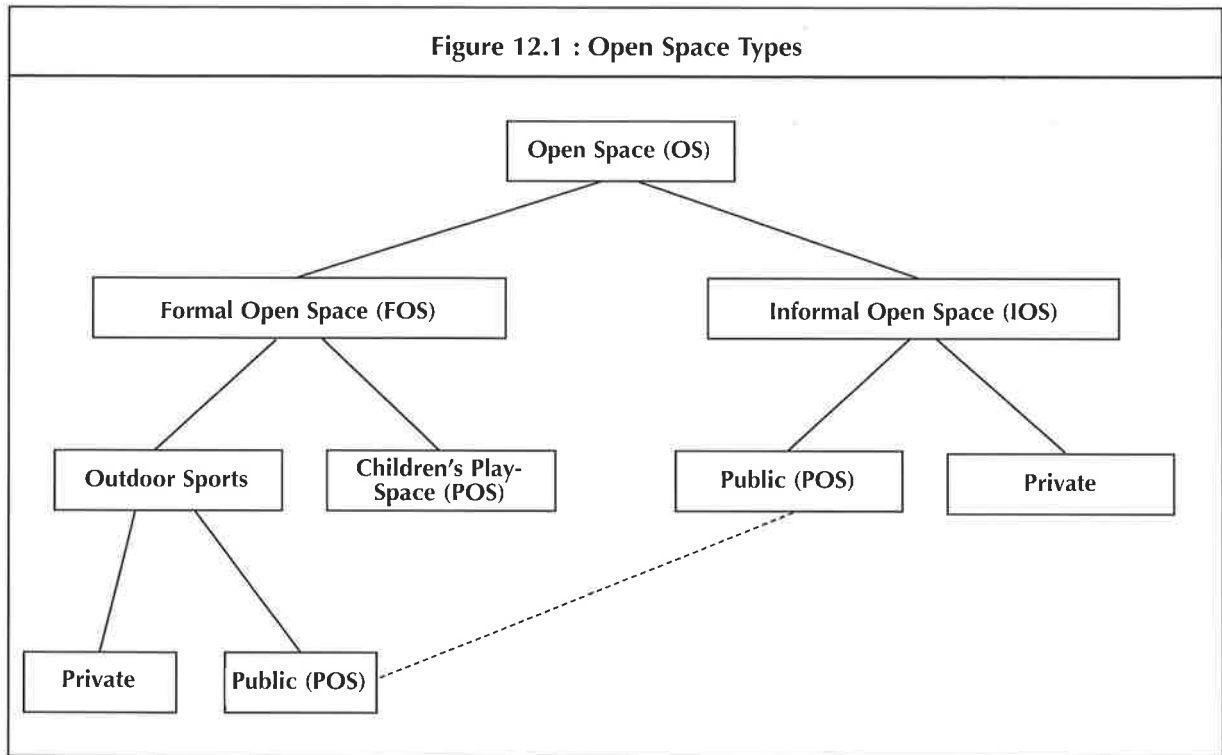
OPEN SPACE

12.09 Open space is a general term used to cover:-

- (a) formal playing pitches, football stadia and other sports facilities;
- (b) school playing fields and the grounds of other educational establishments;
- (c) children's play spaces;
- (d) municipal parks and gardens;
- (e) informal open space including sitting out areas and picnic sites;
- (f) cemeteries and allotments;
- (g) common land and village greens;
- (h) unused open land with a recreational or amenity potential; and
- (i) historic parks and gardens, private gardens and grounds of institutional premises.

12.10 Open space can be publicly or privately owned. It includes areas to which the public has legally secured access (public open space - POS) as well as areas where access is restricted (private open space). It can also provide for formal (FOS) and informal (IOS) recreation. While open space will be public (POS) or private, it can perform both a formal and informal role. A playing field in a public park for instance, can allow for formal recreation, but when not in use, has an informal recreational function (see Figure 12.1). Apart from its recreational role, open space is important in visual amenity, nature conservation and cultural terms.

Figure 12.1 : Open Space Types



Note: The dotted line indicates that some FOS can also be used informally.

12.11 Open space, particularly in urban areas, is important to quality of life and contributes to a more sustainable pattern of development. PPG17 advises that open space is no less important than other uses and requires local plans to designate open spaces in urban areas, show them on the Proposals Map and develop policies to protect their characteristics. In addition, Structure Plan Policy ENV16 seeks the best use of land in built-up areas, while protecting existing open spaces in towns and smaller settlements. This leads to the need for a careful balancing act between competing land uses. It may also require a more effective use of existing resources. Some secondary school sites for instance, could be more widely used by the community through dual use agreements. With the exception of Sandwich High School, Walmer Secondary School, and the Duke of York's and Archers Court Schools at Dover, dual use facilities have not been well developed in the District.

12.12 The Government advises local authorities to assess whether deficiencies exist in public open space (POS). Where deficiencies are identified, then other open space may be protected and new space provided. New provision should be based on local standards, derived from a local assessment of need. These should consider such issues as the quantity and accessibility of open space, particularly by foot. PPG17 and Structure Plan Policy ENV16(a) require these standards to be included in the Plan. The Council has developed standards and undertaken a comprehensive survey² of public and private open space in the District in order to determine which sites justify protection. To take account of the differing functions of POS, three categories of sites have been identified, with standards being devised for each:

- (a) outdoor sports sites;
- (b) children's play space; and
- (c) informal open space.

12.13 The National Playing Fields Association (NPFA) recommends the provision of 2.4 Ha. (6 acres) per 1,000 population for outdoor sports and children's play space. This 'Six Acre Standard' is based on the average community, so does not take account of local variations in, for example, age structure. In the case of outdoor sports, it considers some private as well as POS. The NPFA recognises that its standard should only be taken as a starting point and recommends that some form of local assessment be undertaken. The standard has been used as the basis for the assessment of outdoor sports sites and children's play space, although amendments have been made to reflect local circumstances.

Outdoor Sport Sites

12.14 The Local Plan standard for outdoor sports is 1.6 Ha. (4 acres) per 1,000 population, adjusted to reflect the population profile of the District. Of this, 1.2 Ha. (3 acres) is for playing pitches, with the remainder 0.4 Ha. (1 acre) for other outdoor sports areas such as greens and courts. The survey identified every site in the District.

12.15 Results from the survey reveal a District-wide shortage of outdoor sports provision of 33 Ha. (82 acres). This varies between playing pitches and other outdoor sports sites. Adequacy of provision is considered by Ward in the rural areas, while Dover and Deal are considered as self-contained areas. The deficit is concentrated in the two urban areas, which is of particular concern because:



Tennis Courts, Russell Gardens, Dover

- (a) outdoor sports needs are not being met;
- (b) while urban residents have the greatest possibility of travelling to sites by modes other than car, this opportunity is currently being missed; and
- (c) the urban wards have low levels of access to cars and, therefore, are less able to exercise a choice on using alternative outdoor sports facilities.

12.16 The Council commissioned a desk-based study³ into football pitch provision in Dover, Deal, Sandwich and Aylesham. This concluded that a shortfall in provision may exist in these areas. In particular, there is an existing need for one or two more grass pitches at Aylesham and possibly two at Sandwich. Pursuant to this, the Council's Recreation Section has identified a current need for a variety of outdoor sports facilities, including two artificial pitches for hockey/football and an athletics track. Through the improvement in the quality and range of outdoor sports provision and the use of more effective marketing, the implementation of the Sports and Recreation Strategy¹ should increase participation or interest in outdoor sports and may lead to an additional demand for facilities.

12.17 PPG17 notes that publicly and privately owned playing fields are being sold off without considering the recreational needs of the community. Where school rolls are falling, and with the option of grant maintained status being available, the future of some school playing fields may be less certain. Given the large number of playing fields within school grounds, and the open space survey² showing a particular shortfall of playing pitches, many of these sites may be able to meet the long-term recreational needs of the District. PPG17 recognises that once developed, such sites are unlikely to be recovered. All school playing fields are therefore shown on the Proposals Map and are protected by Policy OS1. The Sports Council will be consulted on all proposals for the partial or total development of any playing field.

12.18 Dual use arrangements allow the general public access to private outdoor sports areas, such as school playing fields. The District Sports and Recreation Strategy¹ urges that more dual use arrangements should be encouraged in the District. These arrangements can work well provided problems such as security and over use can be overcome. The Council, in line with PPG17, wishes to encourage such arrangements and, whenever practicable, will seek such agreements.

Children's Play Sites

12.19 Children's play space should be safe, secure and accessible by foot. The Local Plan standard is based on 0.8 Ha. (2 acres) per 1,000 population, adjusted to reflect the population profile of the District. To take account of accessibility, the NPFA recommends that a minimum walking distance be established to a range of play area types. The survey identified every site in the District, on a Ward basis, falling within the definition of children's play space. Catchment areas were applied to equipped play sites to consider accessibility.

12.20 The survey reveals an overall shortage of play space (30 Ha./74 acres) with a major deficit at the urban areas. When assessed against the catchment areas, large parts of these are without access to equipped play areas. There is also a shortfall of equipped play space in rural areas, although the play space that does exist is fairly evenly distributed, with at least one site at most of the rural settlements. Areas not falling within a catchment or located in a Ward (urban or rural) which has a deficit in play space, are considered to be deficient in children's play space.

Informal Open Space

12.21 The District contains a wide variety of public open space (POS) for informal recreation, including municipal parks, the sea front and cliff top areas, village greens and small sitting out areas. It is important that people have access to some informal POS within walking distance of their homes and places of work, and that they provide an attractive environment for users.

12.22 There are no national guidelines which could act as a starting point for developing local standards for informal POS. The Council considers that accessibility is the best means of determining adequacy of provision. Catchment areas will be applied to informal POS based on a maximum walking distance. Where unrestricted public access exists to outdoor sports sites, such as playing fields, the capacity of such areas to allow for walking, casual play and relaxation will be taken into account. Areas not falling within a catchment area will be considered deficient in informal POS provision.

12.23 Private informal open space, to which there is restricted or no public access, can provide contrast within an urban area and so contribute to the quality of life. Where there are deficiencies in POS, it may be able to contribute to the long-term POS needs of an area. The Plan does not include standards on the provision of such space in view of the complexities involved in measuring this provision, although proposals will be considered against Policy OS1. An exception is allotments where the Council already holds information. In Deal, overall demand for allotments exceeds supply, whereas in Dover there is generally no deficiency. Proposals for development on allotments and other private informal open space will be considered against Policy OS1.

Open Space Protection

12.24 Open spaces to be protected are shown on the Proposals Map. Only sites of more than 0.05 Ha. (0.1 acre) are shown. Smaller sites and other sites not identified, will be considered against Policy OS1. Development which would cause the loss of open space will only be permitted where there is no identified deficit of POS, or a space of at least equal community value and accessibility can be provided in exchange for development. Exceptions to this include educational development on existing school sites. Small scale development may also be acceptable where this relates to the function of the open space, such as new changing facilities or a small cafe. Exceptionally, Policy OS5 allows for a new indoor sports centre on open space at land adjoining Tides Leisure Pool or Castle Community School.

12.25 The development of a small part of an open space in an area of deficiency might be acceptable when it would allow for the remainder to be substantially improved through new facilities (perhaps for formal and/or informal recreation) and landscaping and planting. Public access and maintenance arrangements would need to be agreed. Partial development however, should not prejudice the long-term public open space needs of the area. For instance, it would be unacceptable if the area only has a small supply of sites currently available or likely to be available for sports use. The long-term supply of such space would take into account playing fields not included in the outdoor sports survey such as secondary school playing fields not yet in dual-use.

12.26 In addition to the needs of the District for outdoor sport, children's play space and informal open space, open spaces can also display other qualities which will justify their protection, namely:-

- (a) *Visual Amenity Interest:* the space contributes to the appearance of the surrounding area in terms of landscape and urban design, and/or has a landscape value itself;
- (b) *Environmental Role:* the space serves as a green lung or area of openness in an otherwise built up area, a wind shelter or noise buffer;
- (c) *Cultural Importance:* the space carries significant local historic associations, social importance, period style or historic or archaeological remains; and

- (d) *Nature Conservation Value*: the space is an important local haven for plants and animals.

Policy OS1

Proposals for development which would result in the loss of open space, whether or not shown on the Proposals Map, will not be permitted unless:-

- (i) **there is no identified qualitative or quantitative deficiency in public open space in terms of outdoor sports sites, children's play space or informal open space; or**
- (ii) **where there is such a deficiency, the site is incapable of contributing to making it good; or**
- (iii) **where there is such a deficiency and the site is capable of contributing to making it good, a replacement area with at least the same qualities and equivalent community benefit, including ease of access, can be made available; or**
- (iv) **in the case of a school site, the development is for educational purposes; or**
- (v) **in the case of small scale development, it is ancillary to the enjoyment of the open space; and**
- (vi) **in the case of (i), (ii), (iv) and (v), the site has no overriding visual amenity interest, environmental role, cultural importance or nature conservation value.**

Environmental Appraisal

The policy works towards the Objectives of managing and enhancing habitats, species and landscapes, protecting open space and protecting the historic environment. No Objectives are adversely affected.

NEW PUBLIC OPEN SPACE PROVISION

12.27 PPG17 suggests that local authorities may wish to require developers of land in built-up areas to create on or off site POS, or to make financial contributions to nearby existing POS. Structure Plan Policy ENV16(c) echoes this means of providing new POS.

12.28 New housing development generates its own demand for POS, particularly children's play space. If insufficient provision is made for play space on or near a new housing site, this can put an additional strain on existing provision within the area. As the survey of children's play space reveals, (see para 12.20) however, this is more likely to mean that children will be without access to a suitable play area, be it equipped or for casual play. Developers will therefore be required to provide children's play space as part of new housing developments.



Children's play space provided as part of new development

12.29 The National Playing Fields Association (NPFA) recommend the provision of a range of play space types offering play experiences for children of different age groups. Each should be within a prescribed walking distance of the home. The Council will use these recommendations as a basis for seeking play space provision within family housing (defined as any dwelling with two or more bedrooms) as summarised below, and as detailed in Appendix 2:-

- (a) developments comprising 15 family dwellings or more will provide a local area for play (LAP) within a 100m. (328 ft.) walking distance of every family dwelling; and

- (b) developments comprising 50 family dwellings or more will in addition provide a local equipped area for play (LEAP) within a 400m. (1,310 ft.) walking distance of every family dwelling.

12.30 The play space should be designed and laid out to ensure it can be enjoyed by children, whilst respecting the amenities of nearby residents. The space should be an integral part of the layout and not be provided in spaces left over once dwellings and roads have been planned. Its position should allow informal supervision from nearby properties, be accessible from public footpaths and away from vehicular traffic.

12.31 The developer will be required to make arrangements for the long-term maintenance of any new play space. The Council will, however, be prepared to accept responsibility for maintenance provided that the design and construction are to a satisfactory standard and an adequate commuted payment is offered by the developer. This will be secured through planning conditions or if necessary by a legal agreement under Section 106. As an alternative to on-site provision the Council may accept a commuted payment towards improvements to an existing children's play space where it could also meet the needs of the new development. This payment would be equal to the cost of constructing the play space which would otherwise have been provided. For this alternative to be acceptable, the play space would have to be well related to the new housing.

Policy OS2

Proposals for new family housing comprising 15 or more dwellings will not be permitted unless children's play space is provided in accordance with the standards set out in Appendix 2 and its long-term maintenance is secured. Where appropriate, as an alternative to on-site provision, developers may make a commuted payment to the Council for the improvement of a nearby children's play space equal to the cost of constructing the play space which would otherwise have been provided.

Environmental Appraisal

The policy supports the Objective of making good deficiencies in open space. No Objectives are adversely affected.

12.32 The Council is committed to making good deficiencies in the wider open space needs of the District through the establishment of an Open Space Improvement Programme (OSIP). This would include the identification of new sites for formal and informal POS or a programme of works for the improvement of existing ones. Any open space protected by Policy OS1, be it in public or private ownership, would be included within an OSIP as and when arrangements are made with landowners to secure public access. This could entail, for example, the use of a disused allotment site for the provision of POS or public access to a playing field in educational use, where no dual use arrangements currently exist. However, care would be needed to ensure that the recreational use of POS would not prejudice its other qualities (see 12.26). An OSIP could be contained within a strategy document, which is anticipated to be reviewed annually.

12.33 The funding for an OSIP is likely to come from developer contributions as part of new housing development, Parish and Town Councils and from the Council. Through partnerships, the Council will encourage maintenance of open space to be managed by Parish and Town Councils, residents' companies and housing associations.

12.34 As all new housing puts pressure on open space, the Council considers that developers should be required to contribute to meeting open space needs arising from their proposals unless there are overriding reasons, which are justified by the developer and accepted by the Council. Such arrangements may take the form of providing equipped facilities or a commuted sum towards provision offsite but the Council will only grant permission when the long term future of provision has been secured. The period will normally not be less than 15 years and the amount a developer contributes to open space will be subject to negotiation through the development control process. It will be based on considerations including the nature and scale of the development, the development's location, other anticipated housing development in the catchment of the project site, whether the developer is providing affordable housing or whether the developer is making contributions to other community facilities or infrastructure. The Council will prepare supplementary planning guidance on open space to assist in implementing Policy OS3.

Policy OS3

Planning permission for housing will only be granted where developers have made long term arrangements to meet open space needs arising from their proposals.

Environmental Appraisal

The policy supports the Objective of making good deficiencies in open space. No Objectives are adversely affected.

Council Owned Land

12.35 PPG17 encourages local authorities to lead by example in the use they make of sites which they own. Many sites protected by Policy OS1 are Council-owned. The Council is committed to retaining and improving those important open spaces, including outdoor sports sites, for public use and for their contribution to environmental quality. The Council intends to carry out work as resources permit which are outlined in the OSIP.



Improved play facilities at Victoria Park, Deal

Green Wedges

12.36 Green wedges are shown on the Proposals Map and protected by Policy OS4. Their main purpose is to ensure that undeveloped land, which performs one of the following functions, remains free from development:-

- (a) shaping the character and form of a built-up area;
- (b) providing a degree of separation between parts of the built-up area; and
- (c) enhancing the appearance of a built-up area by fulfilling a landscape setting function.

12.37 As many of the green wedges comprise agricultural land, the Council will take a strict view when considering agriculturally-related development and where planning permission is required, will not permit development which would prejudice the objectives of Policy OS4. Whenever possible, the Council will negotiate with farmers over permitted development which it considers could be better located or designed.

Policy OS4

Within green wedges, shown on the Proposal Map, development will not be permitted which would harm their function of:

- (i) shaping the character and form of built-up areas; or**
- (ii) providing a degree of separation between parts of a built-up area; or**
- (iii) enhancing the appearance of a built-up area through its landscape setting.**

Environmental Appraisal

The policy works towards the Objectives of protecting the countryside, managing habitats, species and landscapes. No Objectives are adversely affected.

NEW INDOOR SPORTS FACILITIES

Indoor Sports Centre, Deal

12.38 The District Sport and Recreation Strategy¹ concluded that there was sufficient demand for a dry-sports centre in Deal. PPG17 considers such uses should ideally be located in town centres. A survey of possible sites reveals that no town centre site exists. PPG6 states that in seeking to locate leisure uses which attract a large number of people the 'sequential approach' adopted for retail development should apply (see Chapter 11). This approach suggests that the best alternatives would be land adjacent to Tides Leisure Pool in Victoria Park (south of Park Road) or at Castle Community School, where dual-use would be possible. A feasibility study has been carried out to identify detailed requirements and subsequently a planning application was submitted and granted for a site at Tides Leisure Pool. The site, which is the subject of the planning permission, is shown allocated on the Proposals Map.

12.39 The site is close to large areas of open space providing a degree of openness within an otherwise built-up area. New built development of the size necessary for an indoor sports centre will need to be sited and designed, so as to minimise the impact on this character. Satisfactory access will need to be achieved by car, cycle and foot, including the provision of disabled access to the sports centre itself, via the existing access to Tides from Park Avenue, although some improvements may be needed. The residential amenity of nearby residents should also be protected.

Policy OS5

Land at Tides Leisure Pool, Victoria Park, Deal, is shown on Sheet 4 of the Proposals Map as a site for a new indoor sports centre. Proposals for such development will be permitted provided that:-

- (i) access arrangements, including those for pedestrians, and cyclists, are satisfactory to and within the site;**
- (ii) particular care is taken to ensure the building does not detract from long open views and the setting of Victoria Park;**
- (iii) the design incorporates features which reduce its bulk and massing;**
- (iv) provision is made for disabled access to the building; and**
- (v) the amenities of nearby residents are not harmed.**

Environmental Appraisal

The policy supports the Objectives of protecting the countryside from development, reducing pollution, encouraging investment in urban areas, minimising the need to travel and making provision for alternatives to the car. No Objectives are adversely affected.

12.40 The relationship between where people live and work, and the location of sports facilities will strongly affect the amount of travelling that people will need to undertake as well as the mode of transport used. As the Plan seeks to move towards a more sustainable pattern of development and with two thirds of the District's population living in the urban areas, it is considered that major new facilities, such as multi-screen cinemas, or bowling alleys, should be located in Dover and Deal, as near as possible to their centres and close to public transport routes. This is in line with the 'sequential approach' adopted for retail development (see Chapter 11) and which PPG6 recommends should apply to leisure uses. It also accords with Structure Plan Policy SR2. The District Sports and Recreation Strategy¹ identified a need for a 20/25 metre swimming pool at Deal or Sandwich. Proposals for such facilities will be subject to Policy OS6, which also reflects the need to place such facilities in accessible locations. New indoor facilities on existing recreation grounds will also be subject to Policy OS1.

12.41 PPG17 recognises that people living in the countryside have no less a need for recreation as those living in towns. Providing for local sporting/recreational needs close to demand helps to meet sustainable travel objectives. Local facilities in the rural area will be permitted if they are easily accessible to users and well-related to a rural settlement. A local facility may serve a group of parishes.

12.42 Any such proposal would need to satisfy countryside and other relevant policies of the Plan. The use of community facilities, such as village halls, and the re-use of rural buildings may provide an opportunity for indoor sport. Chapter 14 considers the provision of new facilities in Aylesham.

Policy OS6

Proposals for indoor sports and recreational facilities will be permitted provided:-

- (i) any major new facility is located in Dover or Deal at a site within the town centre or, if no such site is available, located on the edge-of-centre with good pedestrian and cycle links to the centre, or if no such site is available, is located elsewhere in the urban area on a site which is or can be made accessible by a range of transport modes, including public transport; or**
- (ii) if located at a rural settlement, they only satisfy an identified local need.**

Environmental Appraisal

The policy works towards the Objectives of reducing pollution, concentrating investment in urban areas, limiting development in rural settlements to proven needs and locating major development so as to minimise the need to travel. No Objectives are adversely affected

NEW OUTDOOR SPORTS FACILITIES

12.43 The urban areas of Dover and Deal provide a wide range of publicly and privately owned outdoor sports facilities. The Council will seek to direct new facilities to these areas where they are most easily accessible. To make the best use of sites, it is desirable that new facilities are multi-use. Where floodlighting is used, this should not harm residential amenity or result in light pollution. Flood-lighting will be subject to a restriction regarding hours of use. The Sports and Recreation Strategy¹ identified a need for a full-sized artificial pitch at Deal. Any proposal will be judged against Policy OS7.

12.44 Combined with land use pressures on urban sites, the space requirements of certain sports can lead to pressure for some sports to locate outside, but close to, the urban area. PPG17 urges local planning authorities to consider the scope for encouraging recreational facilities and increased public access to open land at the urban fringe, provided that this is compatible with existing land uses. The need to protect the countryside from certain sport and recreation facilities is emphasised by Structure Plan Policy SR3.

12.45 Around Dover, the urban fringe includes an Area of Outstanding Natural Beauty, Heritage Coast, a Special Landscape Area and green wedge designations. The area around Deal is less constrained. Outdoor facilities will only be permitted on the urban fringe if it can be demonstrated that no site exists within the urban area. In cases of irreconcilable conflict, countryside and other protection policies must prevail. Local facilities in the rural area will be permitted if they are easily accessible to users and well-related to a rural settlement. A local facility may serve a group of parishes.

12.46 Outdoor facilities often require car parking, floodlighting, high fencing, and buildings for changing, storage and club activities. These features can be intrusive and where there is irreconcilable conflict with countryside, residential amenity, traffic safety, travel and other relevant policies of the Plan proposals will be refused.

Golf

12.47 There are four golf courses and one golf driving range in the District, and planning permission exists for a further two courses. If implemented, this level of provision is more than adequate to meet the guidelines laid down by the Royal and Ancient Golf Club of St. Andrew's⁴. However, there are no public or 'pay as you play' or 'pitch and putt' courses. The Sports and Recreation Strategy¹, has recognised this need. While no specific sites have been identified in this Plan, Policy AS2 allows for a 'pay as you play' course to be provided as part of the restoration of the Betteshanger Colliery spoil tip. Should proposals come forward they will otherwise be considered against Policy OS7.

12.48 Golf generally requires large areas of land. Proposals may therefore conflict with countryside designations and public right of ways. In the particular case of a golf driving range, this can also entail large areas of netting and floodlighting. The appearance of golf courses and associated development can often be at odds with the character of the landscape. In addition, the development should not result in the irreversible loss of best and most versatile agricultural land. Therefore, countryside considerations will take precedence.



Royal St. George's, Sandwich

12.49 Golf course proposals can involve large-scale land modelling. Not only can this be incompatible with local landscape character, it can also damage archaeological features. Applications for golf courses should be accompanied by an archaeological assessment. Conditions will be imposed safeguarding archaeological considerations.

12.50 Golf courses should be located and planned in a way that takes account of the need to meet the sustainable objectives of the Plan. The Council will only permit a new course if it is well related to an urban area, in terms of proximity to the urban boundary and to main roads well served by public transport.

12.51 If properly managed, golf courses can provide opportunities to enhance wildlife habitats and introduce new ones. They can also be used to encourage wider public access to the countryside for informal leisure. Where the principle of development is established, the Council will seek to ensure that existing features of landscape and nature conservation value are maintained and enhanced, in keeping with the intrinsic character of the area. Where practicable, opportunities should be made for wider public access for informal recreation.

12.52 Non-essential associated development will be considered on its own merits against other policies in the Plan. Only essential development, if appropriate in scale to the character of the locality and located so as to minimise visual impact, will be permitted.

Policy OS7

Proposals for outdoor sports and recreational facilities or for the expansion/enhancement of existing facilities will be permitted provided:-

- (i) major facilities are located in Dover or Deal, or if no such suitable sites are available they are well-related to the urban edge of Dover or Deal and sited so as to enable a significant proportion of users the opportunity to access the facility by public transport, cycle and on foot; or**
- (ii) if located at a rural settlement, they only satisfy an identified local need and associated built development is small in scale, ancillary to the outdoor sports or recreation use and unobtrusively sited.**

In all locations development will not be permitted if it would cause harm to residential amenity through noise or illumination and where floodlighting is permitted conditions will be imposed to regulate operation, including hours of use.

Environmental Appraisal

The Policy works towards the Objectives of concentrating investment at the urban areas, providing development at rural settlements appropriate to their scale and needs, and locating major development so as to minimise the need to travel

Specialist Sports and Leisure Activities

12.53 There has been a steady increase in demand for the use of countryside for specialist sports and leisure activities. Many of these sports are carried out under permitted development rights. These give a general grant of planning permission for a certain number of days in any one calendar year. When planning permission is required for the use of land for specialist sports, the Council will seek to ensure that the amenity of local residents is not harmed through excessive noise and disturbance, and that the enjoyment of the countryside for others is not prejudiced. Where the location of these sports conflicts with countryside interests or protecting public rights of way, these latter interests will prevail. In the event of such activities not requiring permission, the Council will consider removing permitted development rights, subject to the Secretary of State's approval, where the use represents a threat to sites of nature conservation interest. The issues raised by such sports are covered by other policies in the Plan.

12.54 Proposals relating to Lydden Circuit are considered in Chapter 15. Policy AS14 allows for motorised sports at the former Autocar storage depot provided there would be no adverse noise impacts on residential amenity nor the adjacent nature conservation sites. Policy AS17 allows for mountain and power biking on the Snowdown Spoil Tip.

INFORMAL COUNTRYSIDE RECREATION

12.55 PPG17 and the Structure Plan recognise that informal countryside recreation is now the most popular outdoor activity in Britain. The District has a very extensive footpath, byway and unsurfaced unclassified road network, together with parts of the North Downs and Saxon Shore Ways, bridleways, two local nature reserves, National Trust lands and English Heritage attractions. The proposed cycle routes (see Policy TR9) will also offer the opportunity for recreational cycling in the countryside. The Council funds, in conjunction with others, the White Cliffs Countryside Project (WCCP) which promotes informal recreation. The South East Council for Sport and Recreation has produced a Rural Recreation Strategy⁵ and the County Council, a Rights of Way Strategy⁶.

12.56 Structure Plan Policy SR3 is positive about proposals for informal recreation in the countryside and at the coast, where there would be no harm to the environment or transport network. The Council wishes to encourage the development and enhancement of informal recreation facilities in the countryside for visitors and local people, provided there is no conflict with policies for countryside protection, rural rights of way, travel demand or traffic management. Wherever possible, new facilities should provide for the needs of disabled people. This should include the treatment of surfaces and points of access. Proposals requiring planning permission for informal countryside recreation will be considered by policies in Chapters 4 and 5.

WATER-BASED RECREATION

12.57 The District has an attractive and varied coastline, offering opportunities for a wide range of water-based sporting activities. Sports clubs cater for yachting, dinghy sailing, windsurfing, rowing, water skiing, power boating, parascending, sea angling and diving.

12.58 Related facilities, such as jetties, slipways and clubhouses, may conflict with conservation interests. This is a particularly sensitive issue in areas designated Heritage Coast or Undeveloped Coast. Pegwell Bay/Sandwich Bay and parts of the River Stour provide for water sports but are also internationally important for nature conservation. Structure Plan Policy SR4 encourages water sports, provided there is no material harm to areas of established wildlife or general environmental importance. Where irreconcilable conflicts do occur, both PPG17 and PPG20 state that the protection of natural beauty and nature conservation interests must take precedence. Noise pollution can also be a problem with some forms of water-based recreation. Such uses will not be permitted where they would have an unacceptable impact upon residential amenity, historic environment, nature conservation interests or spoil the quiet enjoyment of the countryside for others. The need to control the visual impact of pontoons and moorings is addressed in Chapter 6.

12.59 A study⁷ considered that the full potential of Dover harbour as a watersports arena has yet to be fully realised, particularly for dinghy sailing and related training. Existing shore facilities are inadequate to support any increase in demand and the study puts forward options, ranging from upgrading existing facilities to providing a new watersports centre on the Promenade. Any development in this area would have to be acceptable in design terms, given the proximity of Waterloo Crescent Conservation Area and promenade in particular. The Council supports the findings of the Water Sports Study and, in particular, supports the principle of a new watersports centre at Dover Promenade.

12.60 Opportunities also exist to encourage participation in water sports in the harbour area with proposed redevelopment of the Western Docks and the potential for the marina to be made non-tidal.



Marina at Wellington Dock, Dover

12.61 The Sports and Recreation Strategy¹ identified further opportunities for water-based recreation in the District. The provision of full-tide slipways at St Margaret's Bay, as recommended in the Strategy, is only considered acceptable if there would be no damage to nature conservation or historic environment interests. The recreational potential of Stonar Lake, which lies close to Sandwich Industrial Estate, has also been identified. The construction of a new access road along the southern and eastern edge of the lake to serve the proposed golf complex at New Downs Farm, could offer an opportunity to access the lake. However, the southern end of the lake would be constrained by this road and car parking could only be located to the south of the road. Additionally, at the southern end of the lake, some land and buildings are in a semi-derelict state, and the opportunity exists for improvement to be made to the general appearance of the area. Any building works should make provision for bats and barn owls. Further, part of the southern end of the lake is the site of the remains of the Medieval Port of Stonar, which is a Scheduled Ancient Monument.

12.62 Although the opportunity exists for new water-based recreation, the lake is an important nature conservation resource. This deep water lake attracts diving waterfowl including, during the winter months, rare Slavonian Grebes, which are protected under EU Directive 79/409. Common sandpipers are evident in spring and early summer. It is also close to the River Stour, which is designated a SPA and Ramsar site, notified as a SSSI for its nature conservation value and a candidate SAC.

12.63 The Council considers only low key recreational pursuits, such as fishing, walking and non-powered water sports, which are unlikely to damage the lake's nature conservation value, would be acceptable. For example, non-powered water sports could include sailing, windsurfing, rowing and canoeing. Water sports which involve powered craft, such as waterskiing and jet skis, would not be acceptable. Most of the nature conservation interest is concentrated to the north and north west and the south of the lake. These should be safeguarded by the zoning of uses and restricting activities on the lake to the months April until September inclusive. Opportunities exist to improve the nature conservation habitat by providing floating rafters for nesting on those parts of the lake not used for water sports. Such provision could be considered in any proposal coming forward for the wider recreational use of the lake.

Policy OS8

New development involving the use of the Stonar Lake area, shown on Sheet 2 and the Sandwich Inset of the Proposals Map, for low key recreation including fishing, walking and non-powered water sports will be permitted provided:

- (i) that it is acceptable in nature conservation, archaeological and highway terms;**
- (ii) uses are zoned to ensure there is no damage to nature conservation interests; and**
- (iii) any new buildings or conversions of existing buildings make provision for bats and barn owls.**

A condition will be imposed restricting fishing and non-powered water sports on the lake to the months of April to September inclusive.

Environmental Appraisal

The policy contributes to the Objectives of managing and enhancing habitats, species and landscapes, and protecting the historic environment. No Objectives are adversely affected.

REFERENCES

- ¹*A Sport and Recreation Strategy for the People of Dover District, Roger Quinton Associates, 1995*
- ²*Open Space Survey, Dover District Council, 1996*
- ³*Dover District Council Recreation Strategy: Phase 1; McAlpine, Thorpe and Warriar; 1993*
- ⁴*The Demand for Golf, Royal and Ancient Golf Club, 1989*
- ⁵*Rural Recreation Strategy - South East Council for Sport and Recreation*
- ⁶*Rights of Way Strategy - Kent County Council*
- ⁷*Water Sports Study - Dover Seafront and Harbour, The Sports Council and Sports Partner, 1994*

Chapter Thirteen

COMMUNITY FACILITIES

Chapter Thirteen

COMMUNITY FACILITIES

INTRODUCTION

13.01 A wide range of community services and facilities is provided in the District by public, private and voluntary agencies. Hospitals, health centres, homes and support centres for the elderly and disabled, schools, technical colleges, libraries, fire and police stations, prisons, churches and village halls all fall into this category.

13.02 PPG12 states that local plans must make suitable provision for community facilities. PPG13 states that public facilities should be located so that they are well served by public transport and are accessible to those people who need to use them. The Council takes the view that improvements to these services should be positively encouraged and, therefore, it will adopt a sympathetic approach when new or extended facilities are proposed.

Existing Situation

13.03 The provision of many community facilities and services is not the responsibility of the Council. However, the Council does assist through grant aid towards village halls and funding is also available from other sources. Information regarding the adequacy of community facilities within the District is limited. Within the East Kent Rural Development Area (RDA), which in the District includes 13 wards plus part of Mongeham, there is a reasonable distribution of community facilities. However, in some villages such facilities are lacking and, in others, existing facilities are in need of refurbishment and/or enlargement. The County Council has undertaken a household survey to establish the views of local communities concerning future development in the RDA and to seek more information about the need for additional community facilities. The results of the survey will be used to support bids for funding through the SRB process.

13.04 In addition, major changes are occurring in the way in which many providers of community facilities operate and deliver services. These changes have created some uncertainty as long term planning by public agencies is replaced by internal markets where the provision of services is more demanded. These include:-

- (a) the move away from institutionalised accommodation towards care in the community;
- (b) the change in education through the establishment of grant maintained schools;
- (c) the reorganisation of health services through the establishment of trust status for providers; and
- (d) the increasing role of private and voluntary agencies in the sector.

Applying the Plan's Aims and Objectives

13.05 Aims 1 and 3 provide the framework for this Chapter. The need to protect the countryside, enhance the built environment, reduce the need to travel and encourage the provision of basic services in the District's villages is reflected in Objectives 1, 8, 13 and 12, respectively. The need to improve access to facilities for all sections of the community is reflected in Objective 22.

Community Facilities Strategy

13.06 Based on the existing situation and the Aims and Objectives, the Community Facilities Strategy seeks to allow for the provision of an appropriate level of community facilities to meet the communities needs.

13.07 This chapter identifies the known service requirements. Policy CF1 establishes the criteria against which unprogrammed proposals to establish community facilities will be assessed. The need to provide a

range of community facilities arising from the proposed expansion of Aylesham is considered in Chapter 14. Chapter 10 considers proposals for institutional residential accommodation.

SERVICE REQUIREMENTS

Education

13.08 The County Council, as Local Education Authority, carries out an ongoing review of land and building requirements for education. Over recent years funding mechanisms have been changed by central government. There is now an expectation that other sources such as contributions from residential developers, will supplement traditional methods, as well as central government schemes.

13.09 A number of schools in Dover District have had additional or upgraded accommodation provided since the drafting of the Local Plan. Further expansion is planned at Archers Court (Dover) and Sandwich Technical College, as well as a new building to replace a large number of mobile classrooms at Walmer Secondary School. The Government's scheme to reduce Key Start 1 class sizes will result in additional provision at St Margaret's at Cliffe Primary School and St Mary's Church of England Primary School, Dover.



New primary school, Deal

13.10 Following the ending of grant maintained status by the Government, the Local Education Authority has again become responsible for all school provision planning. However increasing devolution of funds to schools means that schools may initiate minor development proposals. Policy CF1 will apply to such proposals from private sector schools, as well as any proposals from private sector schools, playgroup and nurseries. The Council's policy towards the use of mobile classrooms is outlined in paragraphs 13.24-25.

Health Services

13.11 The East Kent District Health Authority came into being in April 1994. The Health Authority purchases health services from a number of new NHS trusts which were established at the same time.

13.12 The South Kent Hospitals NHS Trust is responsible for the management of Buckland Hospital in Dover. Subject to necessary funding being made available, on site expansion of Buckland Hospital may take place during the Plan Period.

13.13 South Kent Community Health Care NHS Trust is responsible for the management of the Victoria, Deal, Walmer and District Memorial Hospital, and in Dover, the Health Centre, Coleman House - mental health centre, Cairn Ryan - learning disabilities team base and Crabble Clinic. At the Victoria, Deal, Walmer and District Memorial Hospital there are plans to refurbish some of the existing buildings. At Dover, it is the Trust's intention to transfer some services to the Health Centre from Crabble Clinic.

13.14 The Canterbury and Thanet Community Health Care NHS Trust is responsible for the management of Eastry Hospital, the Aylesham Health Centre and the Moat Sole Clinic in Sandwich. At Eastry, the number of residents at the hospital has been reduced and the majority of buildings closed. A detailed policy for the site is set out in Chapter 15. Proposals for Aylesham are considered in Chapter 14. The Trust has no plans to increase service provision in Sandwich.

13.15 In the interests of sustainable development, the ideal location for health facilities is close to where most people live. Policy CF1 reflects this approach and will apply to all health services, including proposals for doctors' surgeries and privately funded health centres or hospitals.

Social Services

13.16 The County Council's Social Services Department is carrying out a number of joint initiatives with the District Council's Health and Housing Department. These initiatives will provide affordable rented housing for people with special needs, thereby closing an identified gap in provision. With regard to support services, the emphasis is placed on preventative activities which provide help to more vulnerable sectors of the community. Where new services are established, this usually involves the re-use of existing buildings rather than new built development. In Dover, a family centre and a mental health centre have been established. No other specific proposals are programmed for the Plan Period, but should the need for extra support services be identified, then Policy CF1 will apply.

Youth Facilities

13.17 The County Council provides youth facilities in the District, including Archers Court Youth and Community Centre in Dover, Deal Youth Centre, and Aylesham Youth and Leisure Centre. It has also set up a mobile information unit which provides support for young people throughout the District. In addition to County Council run facilities, there is a range of other youth facilities in the District, including a youth centre at Sandwich.

13.18 The County Council has no programmed proposals for new built facilities but a scheme for a new community centre is being pursued by Eythorne Parish Council. The project is at its early stage and is dependent upon necessary funding being secured. There is agreement in principle between the Parish Council and Tilmanstone Miners Welfare Organisation that part of the land not used for recreation purposes at the Recreation Ground at Eythorne be used as the site for the new community centre.

13.19 The site which falls within the North Downs Special Landscape Area is located between Eythorne and Elvington and lies adjacent to existing recreation facilities and the primary school. The Council would support a proposal for a new community centre on the site subject to its siting, design and access. Policy CF1 would apply.

Libraries

13.20 The County Council is responsible for library provision. In the District, there are main libraries at Dover, Deal and Sandwich and part-time libraries at Whitfield, St Margaret's, Ash and Aylesham. Additionally, a mobile library service serves the rural population. The central libraries in Dover and Deal have been refurbished. At Dover, the alterations have made it more accessible for the disabled. Aylesham library has relocated from temporary accommodation to the new community centre at the former Aylesham High School.

13.21 The library service has developed an archive centre at White Cliffs Business Park. This facility stores material for East Kent and provides public access for research.



Dover Library

Emergency Services

13.22 The Police Station in Dover is subject to various operating constraints. A new or extended police station, to serve the Dover area and provide back-up for the Channel Tunnel police, is planned by the Kent Police Authority. A site close to the town centre, which will have good public transport access and access to the new A20(M20) link to Folkestone and to the A2, is required. Various options are being considered, and for this reason, no site has been allocated. The fire service has no plans to provide new or extended facilities during the Plan Period.

ASSESSMENT OF PROPOSALS

13.23 Although no specific proposals are brought forward in the Plan for new community facilities, the Council wishes to encourage the provision and enhancement of community facilities. To this end Policy CF1 adopts a positive approach to such provision. Planning permission will be given to proposals for community facilities which are well related to the community which they are intended to serve in terms of size and location. In addition to planning permission, proposals will also need to meet the registration requirements of the appropriate licensing authorities.

Policy CF1

Proposals for the establishment or expansion of community facilities will be permitted provided that they are well related to the community which they serve.

Environmental Appraisal

The policy works positively towards Objectives seeking to protect the countryside, reduce the need for travel, allowing development in rural settlements consistent with their size and function, and minimise pollution. No Objectives are adversely affected.

MOBILE CLASSROOMS

13.24 Many schools in the District make extensive use of mobile classrooms. However, these structures are often unsightly and, although initially intended to be used for a temporary period, tend to remain for many years. While the Council accepts that there may well be instances where short term problems can justifiably be dealt with through the use of temporary buildings, it considers that the aim should be to provide proper purpose built facilities. The Council, therefore, supports the provision of permanent facilities.

13.25 Mobile classrooms do not always require planning permission if the building is under a certain size and sited to comply with permitted development rights granted under the Town and Country Planning (General Permitted Development) Order 1995. When planning permission is required at County Council controlled schools, it is the responsibility of the County to determine planning applications for mobile classrooms. At schools not controlled by the County Council, permission is required from the District Council. In both instances, the Council will expect schools to assess whether existing accommodation could be better used and clearly demonstrate that there is a short term need for additional teaching accommodation. Short term need may be justified when permanent accommodation is being constructed or planned to meet a predicted peak in school rolls. In any event, temporary accommodation should not be intended to be used for longer than five years. When a demonstrated need exists, mobile classrooms should be sited so as to minimise their visual impact and avoid the loss of, or damage to important trees. Where it is likely that trees will be an issue, applications should be accompanied by a detailed tree survey.

Policy CF2

Planning permission for mobile classrooms will only be granted where:-

- (i) there is a proven short term need;**
- (ii) they are located so as to minimise visual harm; and**
- (iii) their siting would not result in the loss of or damage to important trees.**

Environmental Appraisal

The policy only has limited relationships with the Objectives. Where the policy has an environmental effect this is positive in that it sets out to control the impact of mobile classrooms on landscape features. No Objectives are adversely affected.

DEVELOPER CONTRIBUTIONS

13.26 There is a need to ensure that there is adequate provision of social and community facilities, including health and education, to meet both current and future needs in the District. The Council expects the service providers, including especially the Health Authorities and the County Council, to ensure this, and where necessary, plan for increased provision through their future investment programmes. However, public expenditure controls have a significant effect on the ability of the County Council and other public sector agencies to provide community facilities and services. Department of the Environment, Transport and the Regions Circular 1/97 on legal agreements allows local planning authorities to legitimately seek a developer to construct new facilities or make a contribution towards social, educational or other community provision where such facilities are necessitated as a direct result of development. The Council will be dependent upon the service providers to demonstrate that there is genuine need for new, extended or improved community facilities.

13.27 The need to provide necessary community facilities and services is set out in Structure Plan Policy S9. Residential development proposals can place extra demands on local community facilities and services. In considering new residential proposals, the Council will, as appropriate, seek legal agreements to ensure a contribution towards, or direct provision of necessary facilities.

Policy CF3

When proposals for residential development would give rise to a need for new, improved or extended community facilities the Council will seek a legal agreement with developers to contribute towards or provide them.

Environmental Appraisal

The policy has no direct relationship with the Objectives.

Chapter Fourteen

EXPANSION OF AYLESHAM

Chapter Fourteen

EXPANSION OF AYLESHAM

INTRODUCTION

14.01 The Structure Plan (1990) identified Aylesham, subject to investigation through the local plan process, as strategically suitable for the release of fresh land for about 1000 dwellings. This provision was made to help meet Canterbury District's housing needs which could not be met at the City itself, due to environmental and infrastructure constraints, and to attract new investment to the former East Kent Coalfield. Policies EK3 and H1 of the Structure Plan (1996) confirm this provision. The Council agreed to help meet Canterbury's housing land requirement in this way because of the benefits this investment would bring to the village. In particular, there would be new associated employment opportunities, infrastructure, and social and community facilities.

14.02 The expansion of Aylesham was proposed before sustainable development became an issue, though it has subsequently been carried forward in the Structure Plan 1996. While the proposal has drawbacks, in particular, the generation of private travel and the loss of countryside which is also best and most versatile agricultural land, these are outweighed by other factors. Aylesham is close to Canterbury and is served by a railway station on the Dover-Canterbury-London route and a bus service. Development elsewhere on this scale would also have resulted in the loss of countryside but without the potential to be so well served by public transport. The environmental quality of the village and the range of its facilities, although improving, are in need of enhancement. The proposed development would provide the opportunity to achieve this. Since the Structure Plan period runs to 2011, and in view of the fact that development had not commenced at the expected date, Policy AY1 provides for an initial development of up to 500 dwellings during the Local Plan period to 2006. Development will continue beyond this to be completed by the end of the Structure Plan period. In order to ensure certainty and a comprehensive approach the Local Plan allocates land for the entire development.



Snowdown Colliery winding gear, Market Place, Aylesham

14.03 The expansion of Aylesham is the largest single residential development proposal in the District. Consultants were appointed to ensure that the proposal, as envisaged by the Council, would be financially viable^{1,2,3}.

14.04 The importance of this expansion means that it has been given a separate chapter in the Plan. Its housing land provisions are not included in the general provision made in Chapter 10. This chapter supplements other policies in the Plan. The Plan will supersede the Approved Planning Brief, which was the subject of a separate consultation exercise in early 1991.

Existing Situation

14.05 Aylesham was developed as a planned settlement to serve the emerging East Kent Coalfield. According to Sir Patrick Abercrombie's plan of 1928, Aylesham was to be a small town of about 15,000 residents with a range of commercial and civic buildings. However, mainly due to the recession in the 1930s, his grand scheme was abandoned after only 500 dwellings were built.

14.06 Since then the village has expanded, though largely not in keeping with the original layout. According to the 1991 Census, Aylesham Ward (which is dominated by Aylesham) now has 1,536 dwellings and a population of 4,044. Its residents display a strong sense of identity, typical of tightly-knit mining communities. However, the Coalfield closed in 1989, creating both an economic and social loss. Although Aylesham Industrial Estate continues to thrive, unemployment in the ward is among the highest in the District (11.4% in March 1996, compared to 8.6% for the District). This development will create new jobs to help meet the needs of the expanded community. The closure of Aylesham High School, in 1991, resulted in the loss of another important focus for the community. The potential of the former school as a new community facility, including workshops is currently being developed.

14.07 Although many facilities, such as clubs and playing fields, exist, new investment is needed to improve overall quality and range. General environmental improvements are also needed in the village and neighbouring industrial estate. The expansion of Aylesham is seen as the main opportunity for addressing its current circumstances.

14.08 Aylesham is surrounded by attractive countryside, close to an Area of Outstanding Natural Beauty and Special Landscape Area. In proposing the expansion of Aylesham in the Structure Plan (1990), it was accepted that the development would inevitably involve major countryside protection policies being put aside. After careful investigation by the Council, land to the north of Aylesham has been identified as this is considered to cause least overall harm and yield the greatest benefit. Given the environmental constraints and other disadvantages of the alternatives, the Council considers that land to the north of Aylesham is the only acceptable option.

14.09 The development area (DA) is shown on the Proposals Map. It amounts to some 38.3 Ha. (94.5 acres) and is well contained by a mature hedgerow (known as the ancient hedgeline), the railway line and the existing settlement. Most of the DA is Grade 1 and 2 agricultural land, and is currently in agricultural or horticultural use. The remaining land is either scrub, former school playing fields, or used for sport and children's play. The DA is also rich in archaeological remains and lies in Zone 1 and Zone 2 aquifer protection areas.

Applying the Plan's Aims and Objectives

14.10 In relation to Aim 1, it is accepted that the expansion will involve the loss of countryside (contrary to Objectives 1 and 7) and is generally contrary to Objective 10, which gives priority to directing investment to the urban areas. Within these recognised limitations, the expanded village should comply with other sustainable objectives, especially Objectives 12 and 14.

14.11 Aim 3, Objectives 22 and 23 should be met by the proposals in order to make the expanded village as accessible as possible and to ensure a quality built environment .

Aylesham Strategy

14.12 Based on the commitment to expand Aylesham and the Aims and Objectives, the Plan's strategy must be to ensure that the enlarged village will meet the strategic housing requirement and, as far as is possible:-

- (a) create a balanced settlement;
- (b) make walking, cycling and public transport attractive alternatives to the car;
- (c) meet the accessibility needs of all; and
- (d) bring forward village improvements.

DEVELOPMENT FRAMEWORK

Scale of Development

14.13 The Structure Plan identifies a requirement for about 1,000 dwellings. This scale of development has major implications for other land uses, such as community facilities and open space, if a balanced settlement is to be achieved. In addition, to make the settlement as sustainable as possible, it is necessary to provide additional job opportunities. Figure 14.1 summarises how much land is needed for the expansion of Aylesham.

Figure 14.1: Land Use Budget			
Land use	Existing Ha	DA Ha	Total Ha
Housing		31.5	31.5
Employment		4.3	4.3
Retail		0.5	0.5
School		2.0	2.0
Other community facilities	0.3		0.3
Formal playing fields	4.0	3.7	7.7
TOTAL	4.3	42.0	46.3

Land Ownership and the Village Developer

14.14 The Council owns about 81% of land in the DA. The Council considers that a partnership agreement based on a master plan (see para. 14.16) will best achieve the expansion of Aylesham. The master plan will be implemented through a village developer who will install basic infrastructure and sell serviced parcels of land to individual property developers. At this stage, it is not possible to provide a detailed phasing scheme. However, the Council will ensure that employment opportunities are provided in conjunction with housing.

Master Plan Approach

14.15 Given the scale of development, the expansion of Aylesham will need to be planned and developed in a comprehensive and co-ordinated way. Therefore, the Council will expect the developer to prepare a master plan to explain and illustrate the overall development, including off-site works, and to form the context for the submission of planning applications. The master plan should be submitted with an outline application for the comprehensive development of the DA. The subsequent detailed design of the constituent parts of the DA should be in conformity with the master plan. The master plan should be based on the principles set out in Kent Design and either include, or be accompanied by, a design statement to establish the parameters for the layout and design of development in the DA.

14.16 Subsequent detailed applications for the development of individual parcels of land must cover the following:-

- (a) its relationship to the master plan;
- (b) any special site features, highlighting opportunities and problems that arise, and proposing solutions;
- (c) infrastructure considerations, including environmental and other implications of improvements to roads in Canterbury District;
- (d) access and parking requirements;
- (e) landscape, nature conservation, water environment, environmental resources and archaeological implications;
- (f) details of public open space provision;
- (g) in the case of housing, development mix and housing density, as well as details of doorstep play; and
- (h) community benefit arrangements (see paragraph 14.17).

Policy AY1

Land in the development area, shown on Sheet 3 of the Proposals Map, is allocated for the strategic expansion of Aylesham comprising:-

- (i) up to 1000 dwellings, no more than 500 of which are to be phased during the Local Plan period, petrol filling station, formal playing fields and associated children's play - 31.5 hectares;**
- (ii) employment land - 4.3 hectares;**
- (iii) primary school - 2 hectares; and**
- (iv) food retail - 0.5 hectares.**

Environmental Appraisal

Although the policy supports the Objective of maintaining and enhancing basic services in rural areas, it works against the Objectives of protecting the countryside, reducing pollution, recycling redundant resources, concentrating investment in urban areas, and limiting development in rural settlements while it works against the Objective to minimise the need to travel, it does promote the use of public transport, walking and cycling.

Community Benefit

14.17 Development of this scale will require major improvements in physical and village infrastructure, collectively known as community benefit. Physical infrastructure includes matters such as road improvements, new drainage and power supply (see paragraphs 14.35-47). Village infrastructure refers to matters which are considered important to the future well-being of the expanded Aylesham and include, for example, public open space, affordable housing, the funding of a community development officer and environmental improvements (see especially paragraphs 14.27-34). The Council will not grant permission for development unless it is confident that these matters will be adequately addressed, including through the use of conditions and legal agreements.

14.18 It is very important that the existing community benefits from the development. This can be achieved through the provision of new community facilities and environmental improvements throughout the settlement in accordance with the advice in Circular 1/97, Structure Plan Policy S9 and Policy CF3 of this Local Plan. Not only would residents benefit from such measures, but these improvements are also essential for projecting Aylesham as a pleasant place in which to live and work. Therefore, environmental enhancements which are directly related to the development will be sought from the developer. In addition, the Council will use its position as landowner to ensure that other desirable schemes will be funded from the proceeds of the development.

Policy AY2

An outline proposal for the strategic expansion of Aylesham should cover the whole development area and be accompanied by and based on a master plan. The Council will not permit proposals in the development area until it is confident that the following features of the development will be secured at appropriate stages of development to which they relate:-

- (i) on and off-site physical infrastructure;**
- (ii) affordable housing;**
- (iii) sports hall, additional primary school provision and health centre;**
- (iv) open space;**

Continued

- (v) **pedestrian and cycle routes and the dedication of public rights of way;**
- (vi) **the protection of archaeological remains in accordance with policies HE6 and HE7;**
- (vii) **landscaping, the provision of new native woodland and nature conservation;**
- (viii) **contributing to environmental works within the existing settlement of Aylesham where directly related to the development; and**
- (ix) **the appointment of a community development officer for a minimum of three years.**

Environmental Appraisal

The policy supports the Objectives of protecting and enhancing open space, protecting and enhancing basic services in rural areas, protecting the historic environment and providing alternatives to the car. However, it works against the Objectives of protecting the countryside, reducing pollution, concentrating investment in urban areas, limiting development in rural settlements and reducing the need to travel.

14.19 In addition to Policies AY1 and AY2, outline applications will be subject to other matters of principle. These are dealt with in the remaining paragraphs on a topic basis. Matters of detail will be subject to other policies of the Plan.

HOUSING, EMPLOYMENT AND RETAIL

Housing

14.20 Structure Plan Policy H1 identifies a special allocation of about 1,000 dwellings at Aylesham to meet the needs of Canterbury District. It carries forward Structure Plan (1990) Policy HD3. This allocation is specific to Aylesham and does not allow for substitution elsewhere in the District.

14.21 Some 31.5 Ha (78 acres) have been allocated for housing. In accordance with the advice in PPG3, the land should be developed at a minimum net density of 30 dwellings per Ha (12 dwellings per acre). This is an average across the whole DA and within it there is scope for areas of higher and lower density. Policy AY1 allocates the land for up to 1000 dwellings of which no more than 500 are to be phased to be built during the Local Plan period to 2006. The exact number of dwellings which can be provided within the Plan period and beyond, will be determined by design issues but should not be substantially less than the strategic requirement. As an indication, an acceptable range would be 850 to 1000 dwellings. Overall an attractive living environment must be produced which is in keeping with the rural location. It is essential that the development knits with the existing village and creates a single enlarged community. The housing development will take several years to complete which should help community integration.

14.22 A range of housing will be provided to meet different needs within the housing market, address local housing issues and help widen the social structure of the community. At least 15% will be affordable housing.

14.23 Proposals should embody the principles of Kent Design and, in particular:

- (a) create a locally appropriate sense of place;
- (b) promote walking, cycling and public transport;
- (c) create a safe environment in terms of crime and traffic;
- (d) incorporate variety and innovation in design, including energy efficiency features; and
- (e) include adequate and appropriate open space as an integral feature.

Policy AY3

Proposals for residential development in the development area, shown on Sheet 3 of the Proposals Map, will be permitted provided:-

- (i) the overall net density shall be at a minimum of 30 dwellings per hectare;**
- (ii) at least 15 percent of all dwellings are for affordable housing;**
- (iii) provision is made for children's play; and**
- (iv) the development has variety in design, is energy efficient and avoids standard estate layouts.**

Environmental Appraisal

The policy supports the Objectives of protecting and enhancing open space and encouraging more energy efficient development. However, it works against the Objectives of protecting the countryside, reducing pollution, recycling redundant resources, concentrating investment in urban areas, limiting growth in rural settlements and reducing the need to travel.

Employment

14.24 The playing fields at the former High School are allocated for B1 and B2 employment development. B8 uses will not be allowed because of their low employment densities and environmental implications. The site is adjacent to workshop units which have been developed at the former High School. The site consists of two levelled grassed areas, an existing coach depot and a small area of mature woodland towards the north west corner, totalling around 4.3 Ha. The coach depot would be suitable for B1 or B2 reuse, or redevelopment, should it ever cease operation or relocate. The site is open to views from the south and east; consequently the visual impact of any development must be minimised through careful siting, design use of external materials, and landscaping. The existing trees should be retained and substantial landscaping will be required on the south and east boundaries. The Council will also wish to be satisfied that traffic to and from the site will be directed to avoid residential areas. Controls may also be imposed over hours of work and noise generation to ensure that residential amenity is not harmed. Development for employment purposes of the lower playing field will only be needed if the redevelopment of the former Snowdown Colliery site, under Policy AS16, has not progressed. Before determining any planning application under Policy AY2, the District Council will assess progress on the redevelopment having regard to the resolution of land ownership issues, the granting of planning permission, and the commencements of works. Planning permission will only be granted if it is apparent that the Snowdown Colliery redevelopment will not be commenced within the Plan period.

Policy AY4

Proposals for employment development in the development area at the former High School playing fields, shown on Sheet 3 of the Proposals Map, will be permitted provided:-

- (i) the development is restricted to Use Classes B1 and B2;**
- (ii) measures are included to ensure that commercial traffic does not enter residential areas in Aylesham and Ratling; and**
- (iii) the visual impact of buildings is minimised through siting, design and landscaping measures.**

Environmental Appraisal

The policy supports the Objectives of meeting local employment needs in rural settlements and of reducing the need to travel. However, it works against the Objectives of protecting open space, recycling redundant resources and concentrating investment in urban areas.

Retail

14.25 Existing food retail is limited in Aylesham and, consequently, there is considerable leakage of expenditure to Canterbury and Whitfield. The expansion of the village creates an opportunity to help redress this situation through enhancing the need for additional floorspace - in the order of 1500 to 2000 sq m. Such development also provides the opportunity to strengthen the existing centre at Market Place. Land is therefore allocated at Market Place totalling some 0.53 Ha. (1.3 acres) for a foodstore. This consists of two sites which are separated by Dorman Avenue North. It is anticipated that the smaller site would provide car parking. The allocation includes the existing Post Office. If this building was included into any proposals, the Council would wish to be satisfied that the facility would be satisfactorily relocated or incorporated into the development. Proposals will need to demonstrate that traffic flow and highway safety would not be harmed and that adequate parking and servicing arrangements can be provided.



Local shops, Market Place, Aylesham

Policy AY5

Planning permission will be granted for a foodstore on the land allocated at Market Place provided that the existing Post Office facility is retained.

Environmental Appraisal

The policy supports the Objectives of providing basic services in rural settlements, but works against that of protecting open space.

Petrol Filling Station

14.26 Aylesham currently lacks a petrol filling station. However, the expansion of the village makes the provision of a filling station more economically viable and a site of 0.4 Ha. (1 acre) is consequently allocated for this at Dorman Avenue North, close to the B2046. While the site is readily accessible and well screened by a reservoir and the hedgeline adjacent to the B2046, the potential exists for any development to be visually intrusive in the landscape. It is therefore, vital that design measures are taken to ensure that visual impact is contained within the site and that it is screened from view from traffic passing on the B2046. These measures should consist of careful siting and detailing (a non-standard canopy would be needed), close attention to levels to ensure that the facility is set as low as possible, control over illumination to ensure that it does not spill beyond the site, and control over the siting of advertisements. Substantial landscaping will also be needed to separate the development from the adjacent allocation.

Policy AY6

A petrol filling station will be permitted on the land allocated within the Development Area, shown on Sheet 3 of the Proposals Map, provided it is designed in a way to contain its visual impact within the site.

Environmental Appraisal

The policy supports the Objectives of providing basic services in villages and of minimising the need for travel, but works against those of protecting the countryside and recycling redundant resources.

VILLAGE INFRASTRUCTURE

Open Space and Landscaping

14.27 An important feature of Aylesham is its generous open space provision, although its quality could be improved. The enlarged village should continue to be well provided for with an improvement in the quality of all open space. This will include turning open land between Market Place and Aylesham Station into a park. Part funding for the park may be available through sources such as the Single Regeneration Budget.



Open space between Market Place and Aylesham Station

14.28 Within the DA, all existing woodland, hedges and other landscape features should be retained and enhanced. The Wildlife Habitat Survey notes that the DA includes an area of semi-improved chalk grassland. This should be kept as open space and managed as a wildlife area. Structural landscaping will be provided in the DA to screen development in the wider landscape. A landscaped amenity space is also required to create a spacious and visually attractive living and working environment. All structural landscaping will be carried out early and will be subject to archaeological policies of the Plan. Proposals for development will need to secure the long term management of all open space and landscaping.

Policy AY7

Proposals for the Development Area, shown on Sheet 3 of the Proposals Map, will not be permitted unless:-

- (i) structural landscaping is provided on the eastern boundary with the railway line together with planting to strengthen the ancient hedgeline which forms the northern boundary;**
- (ii) at least 3.7 hectares of formal playing fields is provided in the development area;**
- (iv) a landscape phasing programme is agreed with the Council; and**
- (v) the long term management of all open space and structural landscaping is secured.**

Environmental Appraisal

The policy supports the Objectives of protecting and enhancing open space, managing and enhancing habitats. However, it works against the Objectives of protecting the countryside and concentrating investment in urban areas.

Primary School

14.29 The County Council has indicated that additional primary school provision will be needed to cater for the increased school population at Aylesham arising as a direct result of the proposed new housing. A site is allocated on land adjacent to the existing Primary School. This site offers the benefits of a campus-type development and will help integrate the two communities. Access to the site from Dorman Avenue

North may be needed. The western boundary of the site is common with the adjacent housing allocation. There is scope at the master planning stage to vary the exact boundary to achieve the best shaped sites, subject to meeting school requirements. Developer contributions will be sought for these new facilities.

Policy AY8

Land within the development area, shown on Sheet 3 of the Proposals Map, is allocated to meet additional primary school provision.

Environmental Appraisal

The policy supports the Objectives of protecting open space and providing new local services in villages. It works against the Objective of protecting the countryside.

14.30 St. Joseph's Roman Catholic Primary School occupies a very small site to the rear of Bell Grove. Demand for places is high and likely to increase as the population expands. However, it is understood that the County Council and the Roman Catholic Education Commission are not currently seeking to relocate the school to a larger site during the Plan Period.

Health Centre

14.31 Aylesham Health Centre is located in Boulevard Courrières. It is currently operating at capacity and the expected growth in population will require additional facilities to be provided. On-site expansion should meet the Health Centre's needs and, therefore, no additional land has been safeguarded. However, if a new site was needed, the Council would prefer a location close to Market Square and would object to any site in the DA. This would also be the case for other medical provision, such as a Doctor's Practice. The Council's approach aims to support the community services role of the existing centre and aid integration of the whole community. Developer contributions will be sought for the new extension.

Sports Hall

14.32 There is currently a need for a sports hall and this provision will become even more necessary as the population expands. A site has, therefore, been allocated at Snowdown Colliery Welfare Ground, where it can be located with existing sports facilities. The building should be sited to minimise any reduction in the recreational and amenity value of the Welfare Ground, which is designated as open space. Once the sports hall is constructed the provisions of Policy OS1 will apply to the remaining open space. An equipped sports hall is regarded as essential community infrastructure and developer contributions will be sought

Policy AY9

Land at Snowdown Colliery Welfare Ground, shown on Sheet 3 of the Proposals Map, is allocated for an equipped sports hall.

Environmental Appraisal

The policy supports the Objectives of recycling redundant resources, providing new local services in villages and reducing the need to travel. No Objectives are adversely affected.

Community Development Officer

14.33 One way to build good community relations and a more diverse network of local organisations is by appointing a community development officer to encourage self-help groups, welcome new residents and generally aid integration. Such an officer is already funded by the County Council, Kent Rural Community Council and the Countryside Agency to serve the coalfield communities. Once construction begins a further community development officer will be needed for a minimum of three years to establish the process of integrating existing and new residents. Developer contributions will be sought for this.

Environmental Improvements

14.34 A programme of environmental improvements will be necessary to improve the general environment of the village for both existing residents and to help market the new development. This will consist of improvements to the entrances and approaches to the DA and pedestrian/cycle connections to the station, together with an upgrade of the station itself. Developer contributions will be sought. Further works to improve street scapes and upgrade open spaces should also be carried out from alternative funding sources such as the Council and Single Regeneration Budget.

PHYSICAL INFRASTRUCTURE

Transport

Footpath and Cycle Network

14.35 A spinal footway/cycle network, separated from vehicular traffic, will link different uses in the DA. It will also extend, as far as is practicable, into the existing village as part of the environmental improvement programme. Every opportunity should be taken to link the cycle network into Regional Route 16, which runs through Aylesham

Policy AY10

Proposals for the development area, shown on Sheet 3 of the Proposals Map, will not be permitted unless they include provision for a spinal footpath and cycle network, extending where practicable into the existing settlement.

Environmental Appraisal

The policy supports the Objective of providing alternatives to the car. No Objectives are adversely affected.

Public Transport

14.36 Aylesham and Adisham Stations are on the Dover-London Victoria line, which runs an hourly service via Canterbury. Aylesham Station occupies a temporary structure but there are no plans for a permanent building. However, the Council will press for improvements which are considered to be vital if more people are to be encouraged to use the rail network. It is understood that, at best, the expansion will extend the life of the existing bus service. In due course, bus routes should run through the DA



Aylesham Station

Road layout within the DA

14.37 The road layout should be designed on the principles set out in Kent Design. It should contribute towards producing a legible and permeable environment whilst ensuring safe usage by pedestrians, cyclists and motorists. A new local distributor will form a spinal road through the housing land, and will link with the B2046 and Dorman Avenue North. This new spinal road will extend to Ratling Road but access from the DA will be restricted to emergency vehicles only.

Off-site Road Improvements

14.38 The County Council as the Highway Authority has advised that, before development can proceed, it will be necessary to carry out several road improvements (see Figure 14.2). They involve land in Canterbury District. Any improvements within Canterbury District will need to be promoted as amendments to the Canterbury District Local Plan. Developer contributions will be sought for all necessary off-site improvements.

	IMPROVEMENT	REQUIRED	DISTRICT
1	New roundabout on the southern side of the A2 at its junction with the A260/B2046	Only needed if development proceeds before A260 Denton Bypass and its junction with the A2 at Lydden is firmly programmed. In this case, required before any development proceeds	CCC
2	New roundabout on Dorman Avenue North to serve the Development Area	Before residential development proceeds	DDC
3	Right-hand turn facility at junction of Dorman Avenue North and B2046	After 200 dwellings	DDC/CCC
4	Upgrade existing roundabout on northern side of A2 at its junction with the B2046	Only needed if development proceeds before A260 Denton Bypass and its junction with the A2 at Lydden is firmly programmed. In this case, required during latter phase of development period	CCC
5	Right-hand turn facility at the B2046 junction with Spinney Lane	Latter phase of development period	DDC/CCC
6	Right-hand turn facility at the B2046 junction with Woolage Road	Latter phase of development period	CCC
7	Traffic calming and other improvements to the existing settlements of Aylesham and Adisham	Phased throughout	DDC/CCC
8	Possible traffic management scheme for Ratling	Need to be kept under review and implemented if and when required	DDC

14.39 The County Council will make a Compulsory Purchase Order (CPO) on any land required provided the developer guarantees funding for the purchase of the land, the cost of construction and any subsequent claims for compensation on land values. As promoter of the CPO, the County Council would be liable to pay any claims awarded in subsequent actions by landowners and will, therefore, require a legally binding undertaking from the developer before any acquisition is undertaken.

14.40 The Council will expect road design, especially junction layouts, to deter commercial traffic from entering residential areas, and the villages of Ratling and Adisham.

Parking

14.41 New development will comply with the cycle and vehicle parking requirements set out in Policy TR7.

Utility Services

14.42 The existing electricity supply is at capacity during peak times and must be reinforced before new development is occupied. While land will be required for a terminal pylon and small sub-station, a site cannot be identified at this stage. The developer should explore the possibility of placing the existing 11kV overhead line and all new lines underground.

14.43 A medium pressure gas main runs along Ratling Road adjacent to the eastern boundary of the DA. It has sufficient capacity to serve the proposed development, though a small site will be needed adjacent to Ratling Road for pressure reduction equipment and governors. There is also enough capacity in the network in the Cornwallis Avenue and Old Park housing areas to serve about 100 houses in the southern part of the DA. All costs will be funded from connection charges to new dwellings.

14.44 Folkestone and Dover Water Services Ltd is responsible for water supply, although it may also be possible for the development to receive its water supply from Southern Water Services Ltd. Existing capacity will serve development equivalent to about 350 dwellings, after which it will be necessary to reinforce the off-site mains. Water must be supplied to all new development without a pressure reduction in the existing system.

14.45 Southern Water Services is responsible for sewage disposal. There is sufficient capacity at the Dambridge Wastewater Treatment Works (WTW), Wingham, to serve the expansion. There is sewer capacity for only about 100 dwellings in the existing settlement. Owing to topography in the DA, any development is likely to require a rising main and pumping station, plus a new trunk sewer to Dambridge WTW. The opportunity to improve the water quality of the Wingham River should be taken into account when assessing drainage options.

14.46 The DA lies in both a Zone 1 and Zone 2 aquifer protection area, where special restrictions apply.

14.47 British Telecom is able to extend its system into the DA and lines will be ducted alongside the road network. The ducting will have the capacity to take other services, such as cable television. The system will be financed by connection charges.

Policy AY11

Proposals for the development area will not be permitted unless:-

- (i) land is safeguarded for the provision of electricity substations, the number and location of which have yet to be determined;**
- (ii) land is safeguarded for gas pressure reduction equipment and governors close to Ratling Road;**
- (iii) an adequate water supply to serve the development is made available before development starts and which would not lead to a reduction in pressure to existing users; and**
- (iv) adequate means of wastewater disposal are available before each phase of the development is occupied.**

Environmental Appraisal

The policy supports the Objective of ensuring that basic services in villages are maintained and, if possible, enhanced. However, it works against the Objectives of protecting the countryside, concentrating investment in urban areas, reducing pollution and recycling redundant resources.

REFERENCES

¹Outline Financial Appraisal - David Lock Associates (1991)

²Aylesham Expansion - Technical Assessment and Cost Appraisal - Allott and Lomax (1992) Confidential

³Expansion of Aylesham: Review of Proposals - David Lock Associates (1991)

Chapter Fifteen

AREA SPECIFIC POLICIES

Chapter Fifteen

AREA SPECIFIC POLICIES

INTRODUCTION

15.01 A number of sites within the District are proposed for major mixed use developments or have existing uses which need to be controlled or are situated in particularly sensitive locations. While planning guidance is required, these sites do not readily fall into the general chapters of the Plan and the guidance in this chapter supplements the Plan's general policies.

BETTESHANGER COLLIERY

15.02 The former Betteshanger Colliery site is situated in a rural location. Adjacent to the pithead is a group of houses, built in the 1930s to accommodate colliery workers, known as the Colliery Circle. The majority of the spoil tip is on lower ground to the east of the A258. A small area of the site is notified as a SSSI and is also a Ramsar site. At one point the site is crossed by a bridge carrying the A258.

Colliery Pithead Complex

15.03 The colliery closed in 1989. The mine shafts have been filled and capped. The area around the mine shafts may be sterilised from built development, although it could accommodate roads, parking areas and landscaping. Some buildings have been demolished but those remaining are located on approximately 3.4 Ha. (8.4 acres). The site is located in the countryside, away from the main centres of population and workforce. It is situated in a sensitive location close to a SLA and is clearly visible from a number of vantage points, in particular, the A258 Deal to Sandwich road. In locational terms, the site is not sustainable. The site has not been allocated as there is uncertainty surrounding the site's ability



Former colliery offices, Betteshanger Colliery

to be developed during the Plan period. However, should the site come forward earlier than expected the Council would be prepared to permit only employment uses. The site is in need of environmental upgrading and it is likely that substantial investment will be required in both on-site and off-site infrastructure. The site is located close to residential properties and any proposals for redevelopment must safeguard residential amenity.

15.04 Although not the most suitable location, the redevelopment of the site for employment uses would bring economic benefits, and involve bringing back into use derelict and possibly contaminated land. The redevelopment of the whole site would be likely to generate very high levels of traffic and be particularly prominent in the landscape. Therefore, the Council supports, in principle, the redevelopment of part of the former colliery complex for B1, B2 and B8 employment uses. The redevelopment of the site for housing, retail or intensive recreation uses would not be acceptable.

15.05 Redevelopment of the site is likely to result in the need for highway improvements. This could be achieved by either improving the existing road network or preferably, the construction of a new road to the A258 to serve the site. Either option should ensure that nature conservation and landscape interests and residential amenity are not adversely affected. In order to assess the impact of any proposals on the transport network, the Council will require a traffic impact assessment to be carried out. This should examine, in detail, the opportunities for all travel options, including the potential use of the existing rail connection with the main line and measures to improve the accessibility to the site by public transport. There is an existing cycleway, which runs from Deal to the north west along the A258, and this should be extended into the site.

15.06 In the north west edge of the site, the sewage works, which served the colliery, still serves the residential properties in the hamlet of Betteshanger. These works should, therefore, be retained and any necessary improvements made to serve any future industrial development. It is likely that some further investment in other service provision will be needed if development of the site is to proceed.

15.07 All highway and utility improvements will need to be funded by the developer. Developers are also advised that the above is not an exclusive list of all the issues to be resolved. For example, detailed ground conditions are unknown and developers are urged to contact the Coal Authority on this matter. A study of ground conditions, covering stability and contamination will be required. Planning permission will only be granted if remedial measures have been agreed to remove or render harmless any contaminating substances. An assessment of the archaeological potential of the site should also be submitted with any application.

15.08 A scheme to generate electricity through the burning of tyres at the Colliery has been awarded a contract under the third round of the Non-Fossil Fuel Obligation (NFFO-3). The Council's stance on renewable energy generation is set out in Chapter 7. Before the Council could support this scheme more information is required. The main issues relating to such a proposal are likely to be traffic generation, visual impact, noise, emissions, effect on ecology, design of buildings and the disposal of ash residues.

Policy AS1

The re-use of existing buildings and/or the redevelopment of the former Betteshanger Colliery pithead, shown on Sheet 4 of the Proposals Map, for B1/B2/B8 employment uses will be permitted provided:-

- (i) a survey and evaluation is carried out to determine the extent of any contamination, and remedial measures proposed to ensure development of the site does not pose a threat to human health or nature conservation interests;**
- (ii) the amenity of neighbouring residential property is safeguarded;**
- (iii) new buildings are acceptable in landscape terms;**
- (iv) adequate highway and site access arrangements can be made and the development is acceptable in terms of travel demand;**
- (v) pedestrian and cycle links are made to Deal urban area; and**
- (vi) nature conservation and archaeological interests are safeguarded.**

In order to fully assess the impact of any proposals, the Council will require the submission of sufficient details of buildings, landscaping, traffic impact and parking. Additionally, the Council will seek to enter into a legal agreement relating to off-site highway improvements that may be necessary.

Environmental Appraisal

The policy contributes to the Objective of recycling of redundant resources. The policy is likely to contribute towards the Objectives of reducing pollution although the exact effects are unpredictable. The policy works against the Objectives of concentrating investment in urban areas and locating development so as to minimise the need to travel.

Colliery Spoil Tip

15.09 The spoil tip covers 94.7 Ha. (234 acres). Some 10 Ha. (25 acres) have been undisturbed for up to 50 years. Woodland, together with its associated vegetation, has become established on the bare shales. This area is of ecological value and should be protected in any proposals for the site. The tip still contains some substantial coal reserves which may provide potential for future extraction.

15.10 The spoil tip lies close to Deal urban area. The Council considers that the opportunity exists for restoring the tip to a range of uses, including establishing areas for nature conservation and the creation of community woodland through new broadleaved tree planting. Any instability and contamination problems could be overcome by working sewage sludge into the spoil. Using sewage sludge to restore contaminated land has positive implications in terms of sustainability, and would solve several environmental problems at once. The Council will support this type of proposal, providing it can be demonstrated that there would be no adverse impact on the adjacent nature conservation and amenity interests.

15.11 Low key recreational uses, such as walking and cycling, would be acceptable. This would only be in the longer term should the site be used for sewage sludge disposal. This may involve the creation of footpaths, cyclepaths, bridleways, picnic areas and interpretation facilities. Such a recreational facility would serve some of the informal recreation needs of the Deal urban area, while providing environmental benefits. Part funding for new planting may be available from the Forestry Commission. Additional funds may also be available from English Partnerships through the Derelict Land Grant Scheme.

15.12 Noisy sports are not considered to be appropriate at Betteshanger due to the open nature of the land between the spoil tip and Deal. The District Sport and Recreation Strategy¹ identified that there may be a need for 'pay and play' golf provision. Part of the spoil tip could be suitable for a 'pay and play' golf course, provided it was part of a mixed scheme, including areas for informal recreation and nature conservation.

Policy AS2

The restoration of Betteshanger spoil tip, shown on Sheet 4 of the Proposals Map, for low key recreation uses will be permitted provided that nature conservation interests are safeguarded, there is no damage to the existing ecological value of the site, adequate vehicle access and parking arrangements can be made available and pedestrian and cycle links are made to Deal urban area.

Development of part of the site as a 'pay and play' golf course would be permitted provided it was part of an overall scheme with informal recreation and nature conservation areas on the remainder of the site and the criteria set out above are met.

Environmental Appraisal

The policy works towards the Objectives of enhancing and managing habitats, species and landscapes, protecting open spaces, reducing pollution, recycling redundant resources, concentrating investment at urban areas, locating development so as to minimise the need to travel, and making alternatives to the motor car attractive. The policy would permit areas of coppice woodland and could therefore work towards the Objective of enabling renewable energy generation. No Objectives are adversely affected.

ROYAL MARINES SCHOOL OF MUSIC, DEAL

15.13 In Spring 1996 the Royal Marines School of Music (RMSM), relocated to Portsmouth leaving three major sites vacant within Deal. One of these, the East Barracks, has been converted for residential use. Policies AS3 and 4 provide the planning policy context for the re-use and redevelopment of the North and South Barracks.

15.14 A major theme of the Plan's policies is to provide a more appropriate balance between housing and jobs. The RMSM sites contain many historic buildings and features for which new uses must be found if they are to be preserved. The local economy is not sufficiently buoyant to guarantee occupation of these difficult sites for employment uses in the Plan Period. Therefore, and as an exception in order to protect the historic environment, residential development will be acceptable even though this is contrary to the Plan's strategy.

15.15 The RMSM site consists of the East, North and South Barracks. The three sites occupy 18 Ha. (44 acres) and provide a substantial amount of floorspace. Owing to the internal layout of some buildings, they are unsuitable for re-use. Within the site, there are numerous underground structures, such as air raid shelters. In developing any of the sites a traffic impact assessment will be required which demonstrates that proposals for one of the sites will not prevent the other sites from being developed.

15.16 The RMSM site is located within the urban area and well related to the workforce. It is close to the A258 primary route, has good rail connections with two stations within 1.6 km. (1 mile) and is easily accessible by public transport, walking and cycling. There are, however, specific historic and environmental constraints relating to each of the Barracks which need to be addressed. For this reason the North and South Barracks are dealt with separately.

North Barracks

15.17 The site covers approximately 5 Ha. (12 acres) and contains numerous buildings, including the main accommodation block and drill shed. The houses along North Barrack Road and the adjacent guardhouse are listed. Other important buildings on the site include the concert hall which, if upgraded, could be used as a community resource and should be protected. Most of the site is enclosed by walls, which make an important contribution to the townscape. Any proposals should, therefore, protect these walls.



Listed buildings on North Barrack Road, Deal

15.18 Other constraints include the presence of underground petrol tanks and air-raid shelters. The site may also be contaminated. Before a planning application is submitted, an investigation into the extent of underground works and contamination will, therefore, be necessary. Employment and/or residential uses may in part need to be served by a new access to be created from North Barrack Road at the north east corner of the site. This may involve demolishing an unlisted Gate-house lodge, and the existing drill shed. In order to fully assess the traffic implications of redevelopment, a traffic impact assessment will be required. Although parking provision will be dependent on the amount and type of new uses, it may be that this is the most suitable site to accommodate new parking should all three sites come forward for development at the same time.

15.19 A burial ground is situated in the north west corner of the site. In addition, following the 1989 bombing, a memorial garden has been laid out to the southern end of the site. Both these areas will need to be retained as Memorial Gardens with public access. Several important trees exist along the south eastern and north western edges of the site, which will need to be safeguarded.

15.20 Some 2.62 hectares (6.5 acres) of the eastern half of the site have been allocated by Policy LE2 for employment uses. It is estimated that conversion and redevelopment would contribute 6,600 - 10,500 sq.m. (72,400 - 113,000 sq. ft.) of floorspace toward the ED1 guidelines. The net developable area has been calculated by excluding the memorial garden. The employment development is anticipated to proceed in phases beginning with the Churchill Building and moving north eastwards. Progress will be assessed at the First Review of the Plan. Residential development on the allocated area of approximately 2.62 hectares (6.5 acres) suggests a potential yield of approximately 100 dwellings.

Policy AS3

The redevelopment and re-use of the Royal Marines School of Music North Barracks, shown on Sheet 4 of the Proposals Map, for B1/B2 employment, residential, community and/or institutional uses will be permitted provided:-

Continued

- (i) a survey and evaluation is carried out to determine the extent of underground works and any contamination, and remedial measures proposed to ensure development of the site does not pose a risk to human health;
- (ii) any residential development be confined to the allocated part of the site and the number of dwellings should not exceed approximately 100 units;
- (iii) the burial grounds and Garden of Remembrance for the Deal Bombing are retained as memorial gardens with public access to the Garden of Remembrance;
- (iv) development preserves the listed buildings, their settings and their special architectural and historic interest;
- (v) all important trees and walls are safeguarded; and
- (vi) the development is acceptable in terms of traffic generation.

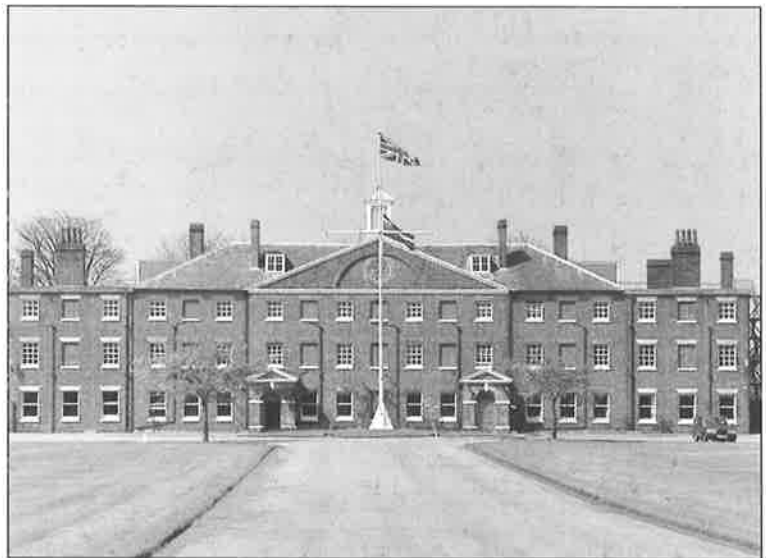
In order to fully assess the traffic implications a traffic impact assessment will be required.

Environmental Appraisal

The policy works towards the Objectives of protecting open spaces, reducing pollution, recycling resources, protecting the historic environment and concentrating investment at the urban areas. The policy is likely to work against the Objective of locating development so as to minimise the need to travel, the latter being dependent upon the level of housing permitted.

South Barracks

15.21 The site covers approximately 11 Ha. (27 acres) and is highly constrained by historic environment interests. St. Michael's and All Angel's Church has a very imposing interior, including many important memorials. The Former Cavalry Barracks, the Officers' Mess, the North Barrack Block, the Guard House, the former kitchen block to the rear (north west) of the Officers' Mess, and the main gateway, piers and flanking railings are listed. There is a presumption in favour of the preservation of listed buildings and their settings. Development should preserve or enhance the character or appearance of the South Barracks Conservation Area.



South Barracks, former Royal Marines School of Music, Deal

15.22 In addition, the spaces between and around buildings, and the grouping of buildings, are vital to the character of the site. Other than the area covered by the home/work complex study outlined below, all open spaces between and around buildings should, therefore, remain free from any built development apart from the replacement of existing ancillary and unsightly structures and their long term maintenance secured. Any replacement buildings should not exceed the floorspace of that demolished. The site is partially enclosed by brick walling, which makes an important contribution to the townscape. These walls should be retained. Within the site and along the south eastern and eastern edges of the site, there are several important trees which should be protected.

15.23 There are other constraints, including the presence of underground petrol tanks and air-raid shelters and the site may be contaminated. Before a planning application is submitted, an investigation into the extent of underground works and contamination will be necessary. A traffic impact assessment will be required to fully assess the traffic implications.

15.24 A large part of the site consists of an open grass drill ground and sports field. The former sports field is well located for the provision of publicly accessible open space and part of it should be used for this purpose. There are also sports facilities, including a gymnasium and squash courts which the Council would wish to see continue in such use. The Council considers that the most suitable use for the site would be leisure/tourism uses (for example, a hotel and leisure complex), where use could be made of the existing recreational facilities. There may also be the opportunity for dual use of recreational facilities, which would benefit the local community.

15.25 The residential conversion of the Mess buildings and buildings numbered 2, 6, 8, 9, 11, 12, 13, 14, 17,18, 23, 35, 36, 37 and 129 will be permitted. The area in the north east part of the site and bounded by Dover Road, Canada Road, the former stable block (building number 20) and the administration buildings facing the open space to the northeast of Jubilee Drive will be suitable for conversion and new build as part of a high technology home/work complex. A study has been commissioned to establish the viability of such a scheme. Alternatively, existing buildings would be suitable for residential with any new build on this part of the site being examined for the opportunity of affordable housing. Together with any dwellings arising from replacement floorspace (see paragraph 15.22), the total number of dwellings likely to be generated on the South Barracks as a whole is expected to be approximately 100-130. The totals reflect the facts that workspace will need to be provided in the home/work complex and that any possible affordable housing would normally be built to higher densities than market housing.

Policy AS4

The redevelopment and re-use of the Royal Marines School of Music South Barracks, shown on Sheet 4 of the Proposals Map, for leisure and tourism, institutional, residential and/or B1 employment uses will be permitted provided:-

- (i) a survey and evaluation is carried out to determine the extent of underground works and any contamination, and remedial measures proposed to ensure development of the site does not pose a risk to human health;**
- (ii) the long term future of St. Michael's and All Angel's Church is secured;**
- (iii) development preserves the listed buildings, their settings and their special architectural and historic interest; and preserves or enhances the character or appearance of the South Barracks Conservation Area;**
- (iv) other than the area covered by the home/work complex study, existing open spaces between and around buildings are retained unless used for replacement floorspace of demolished ancillary structures, recreational and educational uses and the long term maintenance of all open spaces is secured with publicly accessible open space created on the former sports field providing where practical for sports use;**
- (v) total residential use incorporating a home/work complex should not exceed approximately 100 units or, if no home/work complex is achievable, approximately 130 units if new build on the north east part of the site involves affordable housing. Housing may be permitted within the developed part of the site adjoining and oriented towards the existing grassed open space in the south west part of the site while this would preserve and enhance the setting of the Listed Buildings;**
- (vi) the former gymnasium is retained for community use;**
- (vii) all important trees and walls are safeguarded; and**

Continued

(viii) the development is acceptable in terms of traffic generation.

In order to fully assess the traffic implications a traffic impact assessment will be required.

Environmental Appraisal

The policy works towards the Objectives of reducing pollution, recycling resources, protecting the historic environment and concentrating investment at the urban areas. The policy is likely to work against the Objective of protecting open spaces though this will largely depend on the siting of a new primary school.

ARMY CAREERS INFORMATION OFFICE, TOWNWALL STREET, DOVER

15.26 The Army Careers Information Office, previously the TA Centre, has been vacated and is available for development. The site lies within Dover urban area and a Groundwater Source Protection Zone. It is adjacent to Dover Castle Conservation Area and the Mote's Bulwark Scheduled Ancient Monument (SAM). The site is also below Dover Castle SAM and also occupies a key location at the entrance to Dover town from the port. Therefore, design will be a very significant factor in any proposal for this site.

15.27 The site is also adjacent the A20(T). Traffic implications will therefore be crucial. Policy TR2 states that new access directly onto primary routes will only be permitted in exceptional circumstances. Even if a new access is not created, the existing access may prove problematical.

15.28 The site's likely significance for archaeology is such that an investigation will be required in advance of development in accordance with a schedule of work to be agreed with the Council.

15.29 A variety of uses could be acceptable on the site, including office development, residential, tourist accommodation or tourism uses. The prime consideration will be the design of new buildings. Design and traffic considerations are likely to mean B2/B8 uses are unacceptable.

Policy AS5

Redevelopment of the Army Careers Information Office, shown on the Dover Inset and Sheet 6 of the Proposals Map, will be permitted provided:-

- (i) **there is no adverse affect on the Dover Castle or Mote's Bulwark Scheduled Ancient Monuments or their settings;**
- (ii) **it preserves or enhances the character or appearance of the Dover Castle Conservation Area;**
- (iii) **it is acceptable in terms of traffic generation and adequate site access arrangements can be made;**
- (iv) **the design and layout reflects the importance of the site as the entrance to the town;**
- (v) **there is no risk of pollution to groundwater sources; and**
- (vi) **provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the Historic Environment policies of this Plan.**

Environmental Appraisal

The policy works towards the Objectives of recycling redundant resources, protecting the historic environment, concentrating investment in the urban areas and locating major development so as to minimise the need to travel. No Objectives are adversely affected.

DOVER EYE HOSPITAL, NOAH'S ARK ROAD, DOVER

15.30 The Former Eye Hospital is sited in a sensitive location on the edge of the built-up area of Dover. The site rises steeply from Noah's Ark Road to the crest of a ridge which forms the top of the south side of Coombe Valley. The site is therefore prominent on the Dover skyline and warrants specific guidance on how it should be redeveloped.

15.31 The principle of allowing residential development on the site has been accepted through the granting of outline planning permission in 1995.

15.32 The site has been the subject of an archaeological excavation. Nothing of interest was discovered.

15.33 The site faces south and offers a good opportunity for design to maximise passive solar gain. New dwellings should be oriented within 30° of south and the main living rooms located on the southern aspect. The majority of glazing should be on the southerly aspect, with lower levels of glazing on the northern aspect.

15.34 The site contains areas of chalk grassland with numerous butterfly species. It also includes individual and significant areas of trees protected by TPO.

15.35 These constraints mean that any scheme must be very carefully designed. The far west of the site is not suitable for new building and should be used to accommodate gardens or public open space. The upper area to the east of the site should also be set aside as public open space. A comprehensive management plan will be needed to ensure the long term survival and management of grassland, woodland and public amenity spaces. Such a plan should not sub-divide woodland between individual plots, should maintain the ecological interest of the grassland and prevent dumping of garden refuse in these areas. Permitted development rights will be removed where these could lead to development impinging on the skyline of Dover.

15.36 The site is also within a Zone 1 for Groundwater Source Protection. Any development must ensure there is no pollution of the aquifer.

Policy AS6

The redevelopment of the Dover Eye Hospital, shown on Sheet 6 of the Proposals Map, for residential development will only be permitted if:

- (i) development does not impinge on the Dover skyline;**
- (ii) woodland areas are not sub-divided among the building plots;**
- (iii) a comprehensive management plan is agreed securing the long term future of woodland and grassland areas and public amenity space;**
- (iv) buildings are designed to maximise solar gain;**
- (v) there is no danger of pollution to groundwater sources; and**
- (vi) the development is acceptable in terms of traffic generation and access.**

Environmental Appraisal

The policy works towards the Objectives of managing and enhancing habitats, species and landscapes, identifying open spaces for protection, making development more energy efficient, recycling redundant resources, concentrating investment in the urban areas and locating development so as to minimise the need to travel. No Objectives are adversely affected

DOVER WESTERN DOCKS, DOVER

15.37 The Dover and Western Parishes Local Plan recognised that the Western Docks would be subject to significant change with the opening of the Channel Tunnel. The Railway Station has closed (see Policy LE26) and a planning application for the redevelopment of the Docks was approved in July 1994. This permission has now lapsed and there is a need to provide up to date guidance on the uses which would be acceptable.



Dover Western Docks

15.38 The site is considered suitable for a mixed use scheme including employment, housing, retail and tourism. Policy LE2 allocates 5 Ha. (12.4 acres) at the Western Docks for B1/B2/B8 development to provide for lost jobs in the Port and to assist in generating investment in the urban area. This site can meet the need for a high quality office development and so help diversify the local economy. The Council will expect any resulting uses to be accommodated in well designed premises, in keeping with the high profile water front setting and location on one of the main routes into Dover. For instance, metal clad structures and geometrically monotonous building designs will not be acceptable.

15.39 The 1994 permission included a foodstore (5,570 sq. m.) and non-food retail (7,700 sq. m.). Since that permission was granted PPG6 has been revised and a factory outlet opened on the site previously proposed for the foodstore. A foodstore within the Docks is no longer considered appropriate. The previous location was sufficiently close to allow for linked trips. No other location within the Western Docks is considered to offer the potential for linked trips. In addition, there is no identifiable need for a foodstore. Comparison floorspace should be designed and located so as to sustain and enhance the town centre and accord with the sequential approach.

15.40 Residential development has been provided for as part of a mixed use scheme. The residential element should not exceed 210 units, including 20% for affordable housing. The Western Docks also has great potential for tourism and leisure uses, particularly water-based. A flourishing marina has been established in Wellington Dock and the Tidal harbour. This forms part of the Cross Channel Marina Network. Should expansion of marina facilities be required, further moorings could be located within Wellington Dock, the Tidal Harbour or Granville Dock. The redevelopment of the Docks could also include a hotel and other tourism/leisure uses. Should leisure uses be proposed these would need to satisfy the requirements of the 'sequential approach', as set out in Policy OS6.

15.41 The site, contains the listed Western Docks Railway Station (see Policy LE26) and is adjacent to the Waterloo Crescent Conservation Area. There are also three Scheduled Ancient Monuments, which would be affected by development of the site. These are the Armstrong Gun Turret on Admiralty Pier, the Fairburn Type Crane at Wellington Dock, and Archcliffe Fort (the latter is not within the site, although could be affected by any redevelopment). Development should preserve and enhance these important historic interests. In the vicinity of the Western Docks is an area of Medieval Harbour, which is known to have been located in the area now occupied by Wellington Dock and Quay. However, the boundaries of this area are unknown and it is therefore felt to be inappropriate to include the Medieval Harbour on the Proposals Map. The area is very significant for archaeology, and consequently development at the Western Docks will require an archaeological evaluation to be undertaken.

15.42 Should the development result in the need for infrastructure works these will need to be funded by the developer.

Policy AS7

Dover Western Docks are allocated for a mixed use redevelopment. Appropriate uses include; B1/B2/B8 employment uses, non-food retail, residential and tourism/leisure.

Permission will only be granted if:

- (i) B1/B2/B8 employment use is provided for in accordance with Policy LE2;
- (ii) non-food shopping floorspace accords with the sequential approach, and is designed and located so as to sustain and enhance Dover town centre;
- (iii) residential development does not exceed 210 units, including 20% for affordable housing;
- (iv) leisure uses accord with the sequential approach set out in Policy OS6;
- (v) design of the new development respects the site's waterfront setting and location on one of the main routes into Dover;
- (vi) there is no adverse effect on the Scheduled Ancient Monuments or their settings and development preserves listed buildings or their settings;
- (vii) development preserves or enhances the character or appearance of the Waterloo Crescent Conservation Area and its setting;
- (viii) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the archaeological policies of this Plan; and
- (ix) the developer funds any necessary infrastructure.

Environmental Appraisal

The policy works towards the Objectives of reducing pollution, recycling resources, protecting the historic environment, concentrating investment at the urban areas, locating major development so as to minimise the need to travel, and making provision for alternatives to the car. The policy works against the Objective of locating major generators of freight and heavy goods movements to enable the use of rail or water.

OLD PARK BARRACKS, DOVER

15.43 The Old Park Army Barracks has been closed and declared surplus to requirements by the Ministry of Defence (MoD). Therefore, an opportunity exists to re-use formerly developed land within the urban area. The site, including undeveloped areas, totals some 78 Ha. (193 acres). A Planning Brief has been prepared for the site, which will form supplementary planning guidance. Planning permission has also been granted for a mixed use scheme consisting largely of B1/B2/B8 employment uses and residential development.

15.44 The site comprises a number of buildings previously used for operational purposes, including extensive sport facilities. In addition, there are a number of residential dwellings in the north west corner of the site. These have recently been refurbished and, in the medium term, will be retained for MoD purposes. The remainder of the site consists of playing fields and an area of woodland. The woodland also falls within a SNCI and a Green Wedge, which are protected by Policies CO6 and OS4 respectively.

15.45 The site is visible from a number of vantage points within the town and beyond, such as from the A2 to the north west. Great care will need to be taken in the design and location of new buildings, in order to preserve and enhance these views. In particular, screening to the north of the site should be strengthened where views of existing development are readily gained.

15.46 While there are no recorded archaeological remains on the site, redevelopment involving substantial earth works will require an archaeological evaluation, in accordance with the requirements set out in Chapter 9. The site is also host to a number of wildlife habitats, which should be safeguarded and managed. Wider public access should also be secured to Old Park Wood and Old Park Hill for informal recreation, while at the same time safeguarding and enhancing the area's nature conservation value. A comprehensive management scheme will need to be prepared.

15.47 The need to provide jobs in Dover is outlined in Chapter 3 and Policy LE2 allocates 35 Ha. (86 acres) of land at Old Park for employment uses. To meet this demand, the Council considers the existing operational area could be redeveloped to provide a high quality business park. It may also be appropriate for port related uses, including storage and distribution, but imported car storage will be resisted. The need for additional jobs coupled with an over-supply of housing means that residential development will be restricted to a maximum of 250 units, including the refurbishment of existing properties. The Dover Transport Museum currently occupies temporary facilities at Old Park. The policy allows for this to be made a permanent facility by allowing for a small-scale element of tourism use within the employment allocation, provided it would not prejudice the overall development as a business park.

15.48 In view of the existing range of buildings within the Barracks and its landscape setting, the site would also lend itself to an institutional use (Use Class C2) such as a college or training centre. Retail, large scale leisure and tourism uses should be located within the town centre where they are easily accessible. However, a recreational use, such as a sports academy which would require substantial areas for outdoor use would also be appropriate.

15.49 Supplementary planning guidance for the site sets out the preferred highway improvements, which will be allied to improved access arrangements to the White Cliffs Business Park (WCBP). These improvements have been carried out.

15.50 Opportunity must be made by the developer to provide for access to and from the site by bicycle, foot and public transport. In particular, separated cycle lanes throughout Old Park, and appropriate pedestrian and cycle routes linking the site with Melbourne Avenue, WCBP, Whitfield Hill via the roundabout and Buckland via Old Park Hill, will be required.

Policy AS8

Proposals for the redevelopment of Old Park Barracks, shown on Sheet 6 of the Proposals Map, for B1/B2/B8 employment, port related, residential, leisure and institutional uses will be permitted provided that a comprehensive scheme for the site is prepared where:-

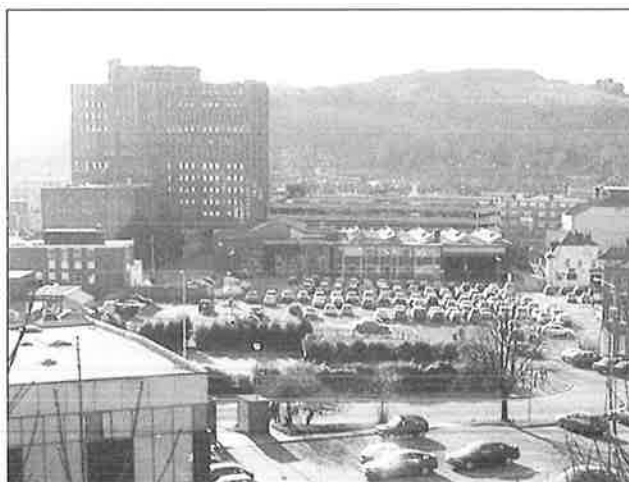
- (i) employment and/or port related uses cover 35 hectares of the site, excepting for an element of tourism use;**
- (ii) any residential element does not increase the total number of dwellings on site to more than 250 units;**
- (iii) adequate vehicle access and highway arrangements can be made;**
- (iv) development does not impinge on the skyline of Dover;**
- (v) substantial landscaping and screening is provided throughout the site;**
- (vi) provision is made at Old Park Wood and Old Park Hill for wider public access for informal recreation allied with measures to safeguard, enhance and ensure the long term maintenance of the area's nature conservation value;**
- (vii) provision is made for safe and convenient pedestrian and cycle routes to link the site with Melbourne Avenue, White Cliffs Business Park, Whitfield Hill via the roundabout, Whitfield village and Buckland via Old Park Hill; and**
- (viii) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the archaeological policies of this Plan.**

Environmental Appraisal

The policy works towards the Objectives of enhancing and managing habitats, species and landscapes, reducing pollution, recycling redundant resources, protecting the historic environment, concentrating investment at the urban areas, locating development so as to minimise the need to travel, providing alternatives to the motor car, and locating major generators of freight and heavy goods movements to enable the use of rail or water. The effect of the policy on the Objective of enabling the generation of energy from renewable resources is unclear. The policy works against the Objective of protecting open spaces.

ST. JAMES'S AREA, DOVER

15.51 This site has a key location within the town centre, close to the primary road network and public transport connections. It lies between the Castle slopes and the Western Heights, immediately behind the seafront/harbour, and straddles the recently upgraded A20. The site is a fundamental part of the link between the seafront and the town centre but, at present, is generally under utilised and consists largely of surface car parks and a number of buildings built during the 1960s. In order to improve the appearance of the area and add to the general prosperity of the town, the Council considers the opportunity exists for substantial redevelopment and environmental improvements.



St. James's area looking towards the Western Heights

15.52 The Dover and Western Parishes Local Plan allocates the existing Russell Street surface car park for a new multistorey car park and gives support to traffic management measures in this area. However, due to uncertainties over the level of parking which will be needed and over funding, it is considered that the allocation is no longer appropriate. It is, nevertheless, vital that any redevelopment proposals take account in their layout and design of the need for public town centre car parking. Proposals which would prevent, or prejudice, the provision of such public parking will not be permitted.

15.53 The Council has appointed consultants to examine the redevelopment prospects and scope for environmental improvements in a much larger area than that shown on the Proposals Map. In 2000 the Council commissioned consultants to prepare a development brief for the site. This was subject to public consultation and has been adopted as Supplementary Planning Guidance. The redevelopment of the area shown on the Proposals Map will take place over a number of years and is, therefore, seen as a long term project. It is currently in several ownerships and uses. Redevelopment is, therefore, dependent on site assembly and the relocation of existing uses. Every effort will be made to resolve any land ownership issues through negotiation but, as a last resort, the Council is prepared to use its Compulsory Purchase powers. Policy AS9 sets out the basic requirements of any scheme.

15.54 The site is suitable for a mixture of uses, including employment (particularly offices), retail, leisure and tourism. This would accord with the sequential approach set out in PPG6. The Council's Sport and Recreation Strategy¹ identifies this as the location for major sport and recreation facilities. The site's prominent location means careful attention to design will be necessary. Metal clad structures are not considered to be suitable. Camden Crescent car park was formerly the site of a hotel and subsequently has had permission for a new hotel. It is, therefore, considered suitable for tourist accommodation. It is estimated that the site could accommodate up to 100 dwellings, including an element of affordable housing.

15.55 The shopping chapter sets out that the preferred location for new comparison floor space is within the town centre. The majority of this site lies within the town centre and an element of retail floorspace would, therefore, be acceptable. The site is easily accessible by public transport, cyclists and pedestrians and proposals should complement rather than compete with existing facilities in the town centre. It is, therefore, vital that strong pedestrian links are made to the Market Square and Castle Street areas, whilst enhancing pedestrian and cycle connections with the seafront.

15.56 The site falls within the Dover Town Centre of Archaeological Importance and the area is known to have archaeological significance. A detailed archaeological evaluation will, therefore, be required. In addition, the north east corner of the site contains the remains of St. James's Church, a Scheduled Ancient Monument. It also adjoins and partly falls within Dover Castle Conservation Area. Any proposals must preserve or enhance the character or appearance of the conservation area. In particular, proposals must respect the character of Castle Street and retain the important views of Dover Castle. The site is a key location at the entrance to both the town and the British Isles, and is highly visible from Dover Castle and the Western Heights. Proposals will be required to be designed in scale with the historic grain of development in Dover, use appropriate materials, and present attractive views from Townwall Street, the Harbour, and high view points adjoining the town.

15.57 The location of new uses within the site is flexible. There may be scope to rearrange the existing street pattern to enhance redevelopment and provide environmental improvements. Adequate access to the site and the road network will need to be provided. In order to fully assess the traffic implications of any scheme, a traffic impact assessment will be required.

Policy AS9

The redevelopment of the St. James's Area, shown on the Dover Inset of the Proposals Map, for a mixed use scheme including B1 employment, retail, residential, leisure and tourism uses will be permitted provided that any new development:-

- (i) maximises the use of the upper floors of buildings;**
- (ii) is designed to reflect the site's important location, and the importance of views from Dover Castle and the Western Heights and the setting of Dover Castle and St. James's Church Scheduled Ancient Monument;**
- (iii) provides strong pedestrian and cycle links to the Market Square, Castle Street and Dover seafront;**
- (iv) provides adequate access and parking arrangements including provision of public parking;**
- (v) provides for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the archaeological policies of this Plan; and**
- (vi) incorporates environmental improvements to the whole area, including the riverside walk.**

In order to fully assess traffic implications any planning application will need to be accompanied by a traffic impact assessment.

Environmental Appraisal

The policy works towards the Objectives of reducing pollution, recycling redundant resources, protecting the historic environment, concentrating investment in urban areas, locating development so as to minimise the need to travel, and providing alternatives to the motor car. No Objectives are adversely affected.

CHURCH FARM, EAST LANGDON

15.58 A specific opportunity exists for new housing at the Church Farm site in the village of East Langdon (a RS2 settlement). The Church Farm site is adjacent to the village green, St Augustine's Church and the countryside. It contains a number of agricultural buildings and a pond. The site is sensitively located as it is within a Conservation Area, is adjacent to a Listed Building and is a high profile site in the village. Given the site's constraints, its capacity will be determined through the development control process.

15.59 To achieve a high quality design in keeping with the area's character, the pond should form an integral part of the development. The developer should ensure that nature conservation and safety issues are appropriately addressed for the pond and that it is enhanced visually. New buildings should be set back from The Street and Church Lane and boundary treatments should respect the site's setting. Proposed development should reflect the farmyard context. Owing to its rural setting, it is important that open spaces are retained around buildings. The sensitive nature of the site means it is not suitable for development in depth. In consequence, the western part of the site lies outside the village confines and is not considered suitable for redevelopment. The buildings on this area should be demolished and the land returned to pasture or landscaped. Additionally, proposed development for the whole site should enhance views of St Augustine's Church from The Street. Parking areas should be well screened and not dominate the streetscape, while vehicle access should be provided from the current access off Church Lane.

Policy AS10

Planning permission for residential development of the Church Farm site, shown on Sheet 6 of the Proposals Map, will be permitted provided:-

- (i) the development does not adversely affect the setting of the adjacent listed building; and preserves or enhances the character or appearance of the East Langdon Conservation Area;**
- (ii) built development should be set back from The Street and Church Lane and avoid development in depth;**
- (iii) the pond is enhanced for its visual and nature conservation interest and safety considerations are appropriately addressed;**
- (iv) the agricultural buildings, located on the western boundary and outside the village confines, are demolished and the area is appropriately landscaped or returned to pasture;**
- (v) the development enhances views of St Augustine's Church from The Street;**
- (vi) car parking is well screened from The Street and Church Lane; and**
- (vii) vehicle access is provided from the current access off Church Lane**

Environmental Appraisal

The policy contributes to the Objectives of managing and enhancing habitats, species and landscapes, recycling redundant resources, protecting or enhancing the historic environment and allowing development in rural settlements consistent with their size and function. The effect of the policy on the Objective of maintaining and enhancing the provision of basic services in the village is unclear. The policy works against the Objectives of concentrating investment at the urban areas and locating development so as to minimise the need to travel.

EASTRY HOSPITAL

15.60 The majority of Eastry Hospital closed in March 1997. A small part of the complex to the north west of the site, comprising The Villa and Appledore, is to be retained in use. The remainder of the main site has been vacated.

15.61 The site is constrained by historic environment and landscape interests. One listed building fronts onto Mill Lane and falls within the Eastry Conservation Area. Any proposals for the site must preserve or enhance the character or appearance of the conservation area and must preserve the listed building and its setting. The site also contains a chapel, which should be retained. The retention of remaining buildings on the site should be examined within the context of a planning application. Planning permission for two,

six bed residential care units and associated car parking on the south west part of the site was granted in November 1993. One of the care units has been built.

15.62 The site is bordered along its southern boundary by the North Downs Special Landscape Area. Existing buildings are visible from long distances and, in particular, the A256 Dover to Sandwich road. Any proposals should ensure that visual interest is not harmed with any new development concentrated towards the frontage of the site, providing a soft edge to the village. In particular, structural landscaping should be provided along the southern boundary of the site. Other open areas within the site contribute to the setting of the listed buildings and the conservation area and should be kept free from any built development. In this respect, the Chapel, the buildings on the back edge of Mill Lane and the building fronting the access should be retained and incorporated into any redevelopment of the site as this would assist in preserving the special character or appearance of the conservation area.

15.63 The archaeological importance of Eastry in the late prehistoric, Roman and the Anglo Saxon period is considerable and a detailed evaluation may be required. Proposals should ensure that archaeological interests are safeguarded.

15.64 There are access difficulties to the site. The existing junction of Mill Lane/High Street/Lower Street/Church Street/Brook Street is substandard and a traffic impact assessment will be required. Any material increase in traffic, which would cause an increased use of the junction, will not be acceptable. Improvements to the access to the site and to the junction in the centre of the village will only be sought in the event of additional traffic being generated by any redevelopment proposals for the site and will be directly related to those needs. Improvements which are required on this basis will be funded by the developer and will be limited to works which are compatible with the historic environment. Access to the site from Mill Lane will need to meet the vision splay requirements of the Highway Authority. However, any access should minimise its effect on the street scene, including roadside banking, hedging and trees.

15.65 The hospital was an important employer in the rural area. Its closure has resulted in the loss of a significant amount of local jobs. In the interests of providing employment close to where people live and to accord with the Plan's general thrust of restraining residential development in the rural area, the existing buildings should be converted to employment and community uses. It is unrealistic to expect the whole site to be maintained in employment use. However, the site should have the capacity to accommodate 2,500 sq. m. of employment floorspace. In addition, Eastry is a large village and includes a range of services. Consequently, Eastry is designated as a RS3(a) village in terms of the Structure Plan and an element of housing has been allowed for at this site. In the context of the Plan's strategy of restraining rural housing, 40 houses is considered to be an appropriate level of provision on this site. Given the restrictive nature of the surrounding highway network, large scale retail, hotel or leisure uses would not be acceptable. Community uses, such as a sports hall or telecentre, would be acceptable.

Policy AS11

The re-use of Eastry Hospital, shown on Sheet 4 of the Proposals Map, for a mixed use scheme including B1 employment, institutional, community and residential uses will be permitted provided:-

- (i) the development preserves the listed building, its setting and features of architectural and historic interest and preserves or enhances the character or appearance of the Eastry Conservation Area;**
- (ii) any proposals ensure that visual interest is not harmed, and do not lead to a stark or less loose-knit definition between the village and the surrounding countryside and in particular provide for structural landscaping along the southern boundary of the site;**
- (iii) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the archaeological policies of this Plan;**

Continued

- (iv) **the amenity of surrounding residential occupants is safeguarded;**
- (v) **any road improvements arising from the development are funded by the developer and limited to works which are compatible with the historic environment; and**
- (vi) **residential development is restricted to a maximum of 40 dwellings.**

In order to fully assess the impact of any proposals, the Council will require the submission of full details of buildings, landscaping, traffic impact and parking.

Environmental Appraisal

The policy works toward the Objectives of recycling redundant resources and protecting the historic environment. The policy works against, or is likely to work against, the Objectives of reducing pollution, concentrating investment at the urban areas, limiting housing development in rural areas and locating development so as to minimise the need to travel.

BOYES LANE, GOODNESTONE

15.66 The village confines for Goodnestone (classified as a RS3(b) settlement) have been drawn to include potential for infill and minor residential development. Owing to the exceptional historic and architectural quality of the village, its capacity to successfully absorb additional development will be determined by careful consideration of conservation and design issues in light of the Conservation Area Character Assessment for Goodnestone.

15.67 However, a specific opportunity exists on land fronting Boyes Lane and Sadlers Hill. It is considered that the size of this site, and the potential impact which development here could have on the character and appearance of the village, merit policy guidance. The Boyes Lane site is located within the Conservation Area and is adjacent to the countryside. The hedgerow, along the site's frontage to Boyes Lane, is a significant feature that assists to screen the site when viewed from Catsole Hill. Additionally, the village confines have been drawn to minimise visual impact of new development when viewed from Catsole Hill. Owing to the site's sensitive location, the quality of design is paramount and its capacity will be determined through the Development Control process. Built development should front Boyes Lane and Sadlers Hill. Car parking should be sensitively located to ensure it is well screened when viewed from Boyes Lane and Sadlers Hill. Only one vehicular access point should be provided to the site. Vehicle access will be from Boyes Lane and it should be designed to minimise hedgerow disturbance.

Policy AS12

Planning permission for residential development of the Boyes Lane site, shown on Sheet 3 of the Proposals Map, will be permitted provided:-

- (i) **the development preserves or enhances the character or appearance of the Goodnestone Conservation Area;**
- (ii) **built development fronts Boyes Lane and Sadlers Hill;**
- (iii) **the majority of the hedgerow on the site's Boyes Lane frontage is preserved;**
- (iv) **carparking is well screened from Boyes Lane and Sadlers Hill; and**
- (v) **a single vehicle access point is provided off Boyes Lane.**

Environmental Appraisal

The policy contributes to the Objectives of protecting or enhancing the historic environment and allowing development in rural settlements consistent with their size and function. The effect of the policy on the Objective of maintaining and enhancing the provision of basic services in the village is unclear. The policy works against the Objectives of protecting the countryside from non-essential development, concentrating investment at the urban areas and locating development so as to minimise the need to travel.

LYDDEN CIRCUIT

15.68 The Circuit is a long established venue for motor sports and adds to the visitor attractions in the Dover area. It is located just south of the A2, accessed from an unclassified country lane, which leads from the A2 to Wootton, and lies within an Area of Outstanding Natural Beauty (AONB) and a Special Landscape Area (SLA). The majority of the site lies within a Groundwater Source Protection Zone 2, whilst a small part lies in a Zone 1.

15.69 For many years the site operated on the basis of a series of temporary permissions. In 1986, permanent permission was granted, subject to conditions restricting frequency and type of use, and safeguarding amenity. The major constraints on the use of the Circuit stem from disturbance to local residents, particularly those at Wootton, Shepherdswell and Coldred, its location in a very sensitive landscape and poor access.

15.70 The opportunity arose in the early 1990's for the Council to secure both environmental improvements and significant employment benefits through a proposal to redevelop the Circuit, for which outline planning permission was granted in 1991 and extended in 1994. The permission was for a test track for Formula One cars and road silenced sports cars, a circuit for a limited amount of racing and the erection of a 23,234 sq. m. (250,000 sq. ft.) factory for research, development and production of Formula One racing cars and a new 'on the road' up-market sports car. Development has now started on the implementation of this planning permission.

15.71 Since permission was given for the circuit's redevelopment, the Government has re-iterated its view, in revising PPG7, that policies and decisions affecting AONB should favour the conservation of the natural beauty of the landscape and it would normally be inconsistent with the aims of designation to permit major commercial development in these areas. Additionally, permission has recently been given by the Secretary of State for the relocation of the research, development and production facilities in Surrey. Other sites within Dover have become available for business use since the permission for Lydden Circuit was first granted. Given these changed circumstances, any future proposals for development at or the redevelopment of, Lydden Circuit, should be assessed against policies of the development plan, and, in particular be assessed against policies (including national policies) for the AONB.

Policy AS13

Proposals to expand the use of Lydden Circuit for motor sports or intensify its frequency will be refused. Only development ancillary to its existing use will be permitted.

Environmental Appraisal

The policy works towards the Objective of protecting the countryside from development. No Objectives are adversely affected.

RAMSGATE ROAD AREA, SANDWICH

15.72 To the north of Sandwich, the Ramsgate Road area is important both for industry and as a gateway to the District. It is, however, in need of environmental improvement. Many sites and buildings are derelict and, as a whole, the area does not sit easily with the historic town of Sandwich. In addition to environmental improvements, there are several site specific land use issues which need to be addressed. This area is very important in environmental terms as it forms part of the setting for Sandwich and

Richborough Castle, and is adjacent to areas of national and international importance for nature conservation. It is also rich in archaeological remains.

15.73 The Kent Waste Local Plan includes the provision of a waste-to-energy plant and a waste recycling facility on land at and to the south of Richborough Power Station. Policy CA4 of the Construction Aggregates section of the Kent Minerals Local Plan identifies Port Richborough as a suitable location for a depot/wharf for the importation of aggregates. Policy LE16 of this Plan considers the potential for freight use of Port Richborough. Some landscape improvements to the area have already been carried out by Pfizer Ltd. The Council wishes to encourage the upgrading of the whole area. In considering proposals for development, a high standard of design and landscaping will be required. Funding may also be available through English Partnerships, SEEDA or the Countryside Agency. The Council will encourage a programme of environmental improvements for the Ramsgate Road area. The Council will also seek, through negotiation on planning applications, to implement a riverside walk.

15.74 From Sandwich town to the A256, some environmental improvements have already taken place at the Pfizer works. With Pfizer acquiring and redeveloping the Richborough Business Park (RBP), it is anticipated that the general improvement to the western side of Ramsgate Road will continue.

15.75 Of particular importance is the need to screen views of RBP from Sandwich. In the interests of the setting of Sandwich and the need to retain views into the town from the north, however, screening should be located along the southern boundary of RBP, with the road verges south into Sandwich kept free from further planting. Land between Ramsgate Road and the A256 has been allocated for the expansion of Pfizer. It is expected that any new development here can be catered for in an environmentally sensitive manner (see Policy LE9).



Environmental improvements along Ramsgate Road, carried out by Pfizer Ltd

15.76 On the eastern side of Ramsgate Road, the redevelopment of the Sandwich Industrial Estate should bring about further environmental improvements (see Policy AS15), whilst Policy OS8 deals with Stonar lake. To the north of Stonar Lake, further improvements are considered desirable. However, in many places, the land within the highway boundary is very narrow and planting will need to be carried out within site boundaries.

15.77 Along the A256 to the north of Pfizer, considerable improvements are needed and several land use issues arise.

15.78 Pfizer Ltd have constructed an effluent treatment plant to the east of the roundabout on the A256. This includes significant landscaping, which has improved the general environment of this site. North of this, there is a need for environmental improvements and the Council will seek to implement such a scheme. Where this can not be done along the highway, the Council will encourage existing users to undertake planting on land within their ownership. When sites are redeveloped, the Council will require any scheme to incorporate a significant element of landscaping. Of particular importance is the height of buildings. The landscape in this area is open and buildings can be seen from a considerable distance. The Council will also require a detailed survey of development sites to establish whether contaminants are present and, where they occur, take measures to ensure that they pose no threat to human health or the adjacent nature conservation sites.

15.79 It is planned to upgrade the A256 from Pfizer northwards to the Lord of the Manor roundabout in Thanet. This will offer an opportunity to implement an environmental improvement scheme.

15.80 The whole area is at risk from predominantly tidal flooding and development likely to reduce flood storage will not be permitted. The Environment Agency is concerned about landraising in the policy area. Consequently, should landscaping proposals include land raising the Council will consult the Environment Agency.

15.81 In addition to this general guidance, there is a need for specific consideration of some sites within this area.

Ambrosetti and Autocar Car Storage Depots

15.82 To the east of the A256, the Autocar storage depot is now vacated and it is possible that the Ambrosetti site may also become available during the Plan Period. Part of the Autocar site has been re-used as a go-kart circuit. The surrounding landscape is open in character. Any new buildings should be low rise and include landscaping, in order to reduce the impact on the wider landscape and contribute to the overall environmental improvements of the area. The site could provide a location for other noisy sports or renewable energy generation schemes, including a biomass power station or wind turbines. The site is in an exposed location and ETSU's wind speed map of the District suggests wind speeds to be in the order of 6 to 6.5 metres per second. Detailed wind studies could show wind speeds sufficient to make development viable. Any development at this location will need to demonstrate that there would be no disturbance to birds within the adjacent Ramsar site/SPA/Candidate SAC/SSSI.

Policy AS14

Within the Ramsgate Road area, shown on Sheet 2 and the Sandwich Inset of the Proposals Map, the Council will permit B1/B2/B8 employment uses provided:-

- (i) all development provides for the visual upgrading of the A256/Ramsgate Road, including structural landscaping at the main site boundaries and a 10 metre landscape buffer zone fronting the A256/Ramsgate Road;**
- (ii) any new buildings or extensions along the A256 are low rise;**
- (iii) a survey and evaluation is carried out to determine the extent of contamination, and remedial measures proposed to ensure that the development of any site does not pose a risk to human health or adjacent nature conservation interests;**
- (iv) development does not increase the risk of flooding; and**
- (v) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the Historic Environment policies of this Plan.**

At the Ambrosetti and Autocar storage depots proposals for the generation of energy from renewable sources or noisy sports will be permitted provided it can be demonstrated that there would be no conflict with nature conservation objectives.

Environmental Appraisal

The policy contributes to the Objectives of managing and enhancing habitats, species and landscapes, reducing pollution, enabling the generation of energy from renewable sources, recycling redundant resources, protecting the historic environment, and enabling the movement of freight by water or rail. The policy works against the Objectives of concentrating investment in the urban areas and locating development so as to minimise the need to travel.

SANDWICH INDUSTRIAL ESTATE

15.83 The Sandwich Industrial Estate consists of a series of former RAF buildings, which have been converted to industrial use, together with some new development. The estate is important in terms of the local economy as it offers a range of industrial accommodation for a number of small scale enterprises. In terms of location, the site occupies a particularly sensitive site, between the medieval town of Sandwich, areas of nature conservation interest, the River Stour and Stonar Lake, and Pfizer one of the most important companies in the District. Although the site is screened along the River Stour frontage by trees, for the most part, it has a dilapidated appearance with many older buildings in need of replacement.



Sandwich Industrial Estate

15.84 Planning permission for the site was granted some years ago to upgrade the Sandwich Industrial Estate, by using residential and retail development as a catalyst for the redevelopment of this site. This approach has now been overtaken by events. This is due to the rapid expansion of Pfizer and the need to provide sufficient housing for the increasing workforce in a sustainable location. In this respect, the whole area offers an opportunity for a prestigious and high quality mixed use development incorporating residential, employment uses, a coach and car park, a hotel, small scale leisure uses, landscaping, riverside walks and a network of public open space.

15.85 In order to maximise the full potential of the river frontage, the area devoted to residential development should be located to the south of the site. The southern most part of the development should face the river but be set back to allow for the riverside walk and landscaping. There must be a minimum net density of 30 dwellings per hectare although there may be opportunities to increase the densities of the housing development in the south west of the site. The Sandwich Industrial Estate has been allocated by Policy HS2 for residential development of up to 300 units. An element of affordable housing and small one or two bedroom dwellings (Policy HS11) will need to be provided as part of the redevelopment of this site.

15.86 However, in meeting the identified housing requirements in this part of the District, consideration must be given to the valuable contribution that the Sandwich Industrial Estate makes in terms of providing a range of employment opportunities to a number of small businesses. Measures need to be incorporated into the design and layout to address the interface between residential and employment uses on the site. Any proposal for the redevelopment of the Sandwich Industrial Estate would result in the relocation of a number of existing businesses from the site. It will be important to ensure that these business are retained within the District. This will be achieved by phasing the redevelopment of this site. Any planning application will need to be accompanied by a statement which clearly shows how this issue has been addressed and the steps taken to maximise the retention of business and jobs within the District. Any planning permission will be subject to conditions and agreements as appropriate, to safeguard this vital consideration.

15.87 In order to address the need for additional parking in the town centre, an area of land will need to be identified towards the south west corner of the site for coach and car parking. This car parking area will need to incorporate pedestrian linkages to the town centre and landscaping.

15.88 The redevelopment of this site offers the opportunity for a hotel located adjacent to Stonar Lake. This would provide visitor accommodation close to the town centre and Pfizer. The local economy strategy supports this approach, as it promotes Sandwich as a location for tourism and Policy LE29 allows for new hotels in Sandwich. Small scale buildings for use in association with Stonar Lake for non-powered water sports will also be permitted in accordance with Policy OS8.

15.89 Owing to the historical and environmental constraints and in the interest of making the most efficient use of this prestigious site, a number of issues will need to be addressed as part of its redevelopment. This will include the submission of a number of supporting documents and a Masterplan for the whole of the site.

Conservation/Archaeology

15.90 This is a sensitive site, as it includes the medieval Port of Stonar SAM, Stonar House and the southern boundary adjoins the Sandwich Walled Town Conservation Area. A high quality design will be essential in order to respect its sensitive location. Any redevelopment must compliment the medieval town of Sandwich, not detract from its setting and must enhance the special character or appearance of the Sandwich Walled Town Conservation Area.

15.91 Any planning application will need to include an archaeological evaluation as the area is archaeologically sensitive.

Transportation

15.92 Any redevelopment of this site will require the submission of a Traffic Impact Assessment (TIA) for the whole of the site. The TIA should address vehicle, pedestrian and cycle routes. The opportunity exists to create a riverside walk that includes pedestrian and cycle linkages to the town centre and Pfizer.

Nature Conservation and Public Open Space

15.93 The Sandwich Industrial Estate is located adjacent to a SSSI, SPA candidate and Ramsar site. These nature conservation interests need to be protected from development and taken into consideration as part of the design of the development. The trees along the river are protected by a Tree Preservation Order and need to be protected and incorporated into the design of the development. The riverside walk should be linked to a network of public open space to a LEAP standard in accordance with Policy OS2 and Appendix 2 of the Plan.

Landscaping

15.94 In view of the site's prominent position, a comprehensive landscaping plan will need to be prepared and submitted to the Council as part of the redevelopment of this site.

Flooding

15.95 Owing to the low lying nature of the site it is at risk from tidal flooding. Proposals for redevelopment will have to demonstrate, through the submission of a hydrological study, that they will not harm the integrity of flood defences or cause or exacerbate flooding elsewhere. Measures will also need to be incorporated in any proposals to enable people to escape in the event of a flood. Proposals for residential development must include measures to protect the dwellings from a 1 in 200 tidal event through the construction of flood defences. Provision must also be made for the future maintenance or renewal of these defences. In addition, residential accommodation must be designed to avoid sleeping accommodation below a level of 6.18 metres AOD. Where practicable, living accommodation should not be provided below this level and all accommodation shall incorporate an internal means of escape to a higher level from which emergency egress can be made.

15.96 Proposals will also need to include measures to ensure that, should the site flood, any wildlife habitat resource will not be affected by pollution. The area shown on the Proposals Map as a Green Wedge offers an element of natural flood protection and this area may flood during fluvial flood events. This area must be kept free from development and retained for nature conservation interest. There may be opportunities for limited public access to this area.

Contamination

15.97 Part of the estate is a former landfill site and there is likely to be other contamination on the site. A contaminated land survey will need to be carried out to determine the precise extent of contamination. Remedial measures will be required to ensure the safety of the public and prevent pollution affecting nature conservation interests.

Details Required with the Planning Application

15.98 The following supporting documents need to be prepared and submitted to the Council as part of a planning application:

- (a) a design statement;
- (b) a statement setting out phasing and implementation of the development and demonstrating the steps to be taken to maximise the retention of businesses and jobs;
- (c) Traffic Impact Assessment;
- (d) a hydrological study;
- (e) landscaping details and open space strategy;
- (f) archaeological evaluation; and
- (g) contaminated land survey.

15.99 In addition to these considerations, the Council will expect a Masterplan to be submitted to the Council for the whole of the site. The Masterplan should be based on the supporting documentation and explain and illustrate the whole redevelopment. Subsequent detailed applications will have to conform to the Masterplan.

Policy AS15

Sandwich Industrial Estate is allocated for a mixed use redevelopment to include; B1/B2/B8 employment uses, a hotel, residential development, a coach and car park, and small scale leisure use in association with non-powered watersports at Stonar Lake:-

Permission will only be granted if:

- (i) a Masterplan has been submitted and agreed with the local authority for the whole of the site;
- (ii) the number of dwellings is limited to a maximum of 300 which shall include affordable housing; an element of one or two bedroom dwellings and open space to meet the Plan's standards;
- (iii) safeguards have been put in place to maximise the retention of relocated businesses and jobs within the District;
- (iv) there is no harm to the setting or views of Sandwich and development preserves or enhances the character or appearance of Sandwich Walled Town Conservation Area;
- (v) there is no adverse affect on the Port of Stonar Scheduled Ancient Monument;
- (vi) there would be no harm to nature conservation interests;
- (vii) a survey and evaluation is carried out to determine the extent of contamination, and remedial measures proposed to ensure development of the site does not pose a risk to human health or the River Stour;
- (viii) a riverside walk and cycle route is provided, with links to Sandwich;
- (ix) the green wedge shown on the Proposals Map is retained for nature conservation interest;
- (x) the development incorporates appropriate measures to deal with the estimated risk of flooding; and
- (xi) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the Historic Environment policies of this Plan.

Environmental Appraisal

The policy contributes to the Objectives of managing and enhancing habitats, species and landscapes, protecting open spaces, reducing pollution, recycling redundant resources, protecting the historic environment, making provision for alternatives to the motor car, and locating major generators of freight and heavy goods movements to enable the use of rail or water. The policy works against the Objectives of renewable energy generation, concentrating investment in the urban areas and locating development so as to minimise travel.

SNOWDOWN COLLIERY

15.100 The former Snowdown Colliery site covers some 50 Ha. (124 acres) in a relatively remote location, close to the hamlet of Snowdown. A small part of the site is separated from the main Colliery complex by a local road, running from Snowdown to Nonington Village, while the Dover-London railway line forms its southern boundary. The site is served by Snowdown Station. The Colliery site comprises the pithead and sidings, and the spoil tip.

15.101 The Colliery closed in 1987. Winding gear has been removed and the mine shafts capped. The former colliery buildings on the north side of the road have been demolished but several buildings still exist to the south. The former colliery pithead comprises approximately 16 Ha. (40 acres) of relatively flat land to the north and south of the road. A further 6 Ha. (15 acres) to the south were used for railway sidings to transport coal from the colliery. These were removed but sidings, covering about 1 Ha. (2.5 acres), were reinstated and used to transport material from the spoil tip for the Channel Tunnel. The amount of land available for development is 21 Ha. (52 acres). The area around the mine shafts may be sterilised from built development, although it could accommodate roads, parking areas and landscaping. Whilst not listed, the buildings are important locally as part of the District's industrial heritage. Before any development takes place a programme of industrial archaeological recording will be necessary.



Snowdown Colliery

15.102 Although the former colliery is close to the hamlet of Snowdown, which was built in the 1930s to accommodate the workers of the colliery, it is situated in the countryside away from the main centres of population and workforce. It lies in a sensitive location close to a SLA, AONB and SNCI. In location terms, redevelopment of the site is not sustainable in terms of travel, although it is adjacent to a railway line. A number of major difficulties exist, which mean that redevelopment is only likely to take place towards the end of the Plan Period at the earliest. For these reasons, the site has not been allocated for employment use. However, should the site come forward earlier than anticipated, the Council would be prepared to permit redevelopment for employment uses only. It is on this basis that a policy for the site has been included in the Plan.

15.103 The site is the subject of a legal dispute which needs to be remedied before any redevelopment can take place. In addition, the site is likely to be contaminated. Any developer will need to meet the requirements of Policy ER4 concerning the re-use of derelict and contaminated land. In addition, substantial investment in on and off-site infrastructure and utility services will be required.

15.104 Although not the most suitable location, employment uses on the site would have economic benefits and involve bringing back into use derelict and contaminated land. Access to the site is available by rail and the opportunity exists to use the railway for freight traffic. The Council supports, in principle, redevelopment for employment uses which would, in particular, make use of this rail facility. Policy LE17 allows for proposals for imported car storage where use could be made of the railway, provided that they relate to the relocation of existing firms already based in the District. Other uses such as housing, retail and intensive recreation would not be acceptable.

15.105 The County Council, as the Highway Authority, has advised that the existing HGV route to the A2 is inadequate for substantial volumes of traffic, which are likely to be generated by the redevelopment of the former colliery. A detailed traffic impact assessment will be required. Improvements to this route may, amongst other things, include the following:-

- (a) a right hand turn facility at the junction of the B2046, Spinney Lane and Pond Lane;
- (b) improvements to Spinney Lane;
- (c) improvements to the junction of Spinney Lane, Aylesham Road and Ackholt Road; and
- (d) improvements to the junction of Aylesham Road and C195 Nonington Road.

15.106 In addition, site access problems will need to be overcome and improvements may be required to the railway bridge at Snowdown Station. However, before these improvements and redevelopment of the colliery could take place, other improvements to the B2046/A2/A260 junction will need to be carried out. Investment is also needed in utility service provision before extensive redevelopment could take place. This is likely to include the installation of a new electricity transformer and switchgear, improvements to the water supply and a new sewage system.

15.107 All highway and utility improvements will need to be funded by the developer. Developers are also advised that the above is not an exclusive list of issues to be resolved. For example, ground conditions are unknown and developers are urged to contact the Coal Authority.

Policy AS16

The re-use or redevelopment of the former Snowdown Colliery pithead and sidings, shown on Sheet 3 of the Proposals Map, for B1/B2/B8 employment uses will be permitted provided:-

- (i) a survey and evaluation is carried out to determine the extent of any contamination, and remedial measures proposed to ensure development of the site does not pose a risk to human health;
- (ii) the amenity of nearby residential occupiers is safeguarded;
- (iii) where practicable, use is made of the railway and any necessary improvement works are made to Snowdown Station;
- (iv) nature conservation and landscape interests are safeguarded; and
- (v) adequate highway and site access arrangements can be made and the development is acceptable in terms of travel demand.

The Council will require the submission of sufficient details of buildings, landscaping, traffic impact and parking in order to be able to fully assess the impact of any proposals. Additionally, the Council will seek a legal agreement concerning off-site highway improvement.

Environmental Appraisal

The policy contributes to the Objectives of enabling the generation of energy from renewable sources, recycling of redundant resources and locating major generators of freight and heavy goods movements to enable the use of rail or water. The policy is likely to contribute towards the Objectives of reducing pollution although the exact effects are unpredictable. The policy works against the Objectives of concentrating investment in urban areas and locating development so as to minimise the need to travel.

Colliery Spoil Tip

15.108 The 5 million tonnes spoil tip covers the remaining 28 Ha. (69 acres) of the site. A private company holds a sub-lease from the Coal Authority and is currently extracting minestone. Owing to the tip's instability, the possibility of residual contamination and its poor location away from the urban area and close to the North Downs SLA, the Council considers that new native tree planting and use of the tip for outdoor recreational activities, such as walking and cycling, would be acceptable. This would bring environmental benefits including landscape enhancement, habitat creation, and amenity provision.

15.109 In order to ensure that no one end-use is relied upon, woodland planting could be combined with natural regeneration areas for scientific research and extraction areas for minestone. The use of minestone resources is sustainable, in that it would help avoid the use of freshly won aggregates. Minestone is currently being recycled by the brickworks at Tilmanstone and there would appear to be a continued, if limited, demand for this resource.

15.110 The tip has been too recently disturbed to have any established natural tree cover. However, some planting has been carried out, but this is thin and sporadic. Before any further planting could take place, the problems of instability, acidity and lack of nutrient value (which affect the growth of trees) need to be overcome. A survey of ground conditions, covering contamination and stability, will be required. Part funding for new planting may be available from the Forestry Commission. Additional funds for reclamation may also be available, through the Derelict Land Grant Scheme, from English Partnerships. The Council will give full support to proposals for new broadleaved woodland on Snowdown Colliery Spoil Tip.

15.111 The District Sport and Recreation Strategy¹ has identified the site as a possible location for a Kent Mining Country Park. In addition to the uses already discussed, this could include an interpretation centre, a mountain bike circuit and possibly power bikes, subject to noise impact assessment. Should funding be secured for this, Policy AS17 would allow for the creation of such a country park.

Policy AS17

The restoration of Snowdown Colliery Spoil Tip, shown on Sheet 3 of the Proposals Map, for outdoor recreational uses will be permitted subject to countryside, environmental resource, traffic generation, travel demand and amenity considerations.

Environmental Appraisal

The policy contributes to the Objectives of managing and enhancing habitats, species and landscapes, protecting open spaces, reducing pollution, and recycling of redundant resources. The policy is likely to contribute to the Objective of generating energy from renewable resources. The policy works against the Objective of concentrating investment at the urban areas and locating development so as to minimise the need to travel.

REFERENCES

¹*A Sport and Recreation Strategy for the People of Dover District 'The White Cliffs Sport 2000 Initiative', Roger Quinton Associates Ltd, Dover District Council 1995*

Chapter Sixteen

**ENVIRONMENT APPRAISAL
AND MONITORING**

Chapter Sixteen

ENVIRONMENTAL APPRAISAL AND MONITORING

INTRODUCTION

16.01 This final chapter assesses the environmental effects of the Plan, and describes how its progress and effectiveness will be monitored.

ENVIRONMENTAL APPRAISAL

16.02 The Plan-led system requires the Plan to be appraised for its environmental effects. This is set down in PPG12. The value of appraising the Plan in this way is that it:-

- (a) clarifies the environmental objectives of the Plan;
- (b) helps to understand the implications of policies on the environment;
- (c) allows wide ranging and potentially conflicting aspects of the environment to be weighed up;
- (d) ensures that the environment is taken into account in all policy decisions and at all stages in the plan process; and
- (e) demonstrates how the policies have had regard to the environment.

16.03 The Appraisal has provided a rigorous framework for considering the Plan and, as such, is a positive tool. It has, among other things, highlighted how much there is still to do. This is not surprising given that the Plan is taking the first step in a long progress towards more sustainable development in the District. It is also not beginning with a 'blank canvas'. In particular, the Plan is carrying forward many difficult decisions made by the Council in response to the severe economic impact of the Channel Tunnel and the Single European Market on the District. The environmental consequences of these past decisions come through in the Appraisal.

16.04 In considering new development, as opposed to carrying forward sites, the Appraisal indicates that the Plan is generally consistent with the Environmentally Sustainable Objectives. In some cases where this is not so, it is because not all Objectives are compatible with each other. Policies also need to take account of national guidance and the Appraisal highlights areas where such advice may conflict with, and be contrary to, sustainable development. For example, protecting the countryside and not requiring operators to seek permission for some telecommunication masts. In addition, the Plan is not allowed to encroach on aspects of sustainability if these are seen to be the remit of other bodies. These conflicts are also brought out by the Appraisal.

Methodology



16.05 Each policy has been appraised against all the Objectives in Chapter Two, but only the Environmentally Sustainable Objectives have been used as a measure for the Environmental Appraisal. Judging the policies against the other Objectives has been undertaken to give an indication as to how each policy contributes toward the overall Objectives.

16.06 In assessing the environmental effects, it has been assumed that the Environmentally Sustainable Objectives are reasonable environmental criteria, in that they have been drawn from a range of ideas put forward by others seeking higher environmental standards. This of course does not take account of local issues and circumstances. In carrying out the Appraisal, it has been assumed that all other policies of the Plan are operating.

16.07 The Appraisal is based on the predicted outcome of a direct relationship between the Policy and Objective. For example:-

- (a) restricting shopping uses within the Dover Primary Frontage (Policy SP1) has no direct relationship with identifying and protecting open spaces (Objective 3);
- (b) dualling the A2 (Policy TR4) directly works against protecting the countryside (Objective 1); and
- (c) developing Tilmanstone Spoil Tip (North) for Industrial Uses (Policy LE10) makes use of redundant resources rather than exploiting new ones (Objective 7).

16.08 For each assessment it should be noted that the effect of the Policy is being compared against what would happen should there be no policy. The following codes have been used in the Appraisal matrix (which can be found in Figure 16.4 at the end of this chapter):-

- ✓ if the policy contributes to meeting the Objective
 - ✓? if the policy is likely to contribute, but the effects are unpredictable
 - x if the policy works against meeting the Objective
 - x? if the policy is likely to work against the Objective, but the effects are unpredictable
 - ? if it is not possible to predict at this stage what the effects on the Objective will be
 - if the policy has no direct relationship or the effects are insignificant
-  If there has been an improvement in any aspect of a policy following consultation the box appears shaded
-  If there has been a worsening in any aspect of a policy following consultation the box appears shaded as black

Analysis

16.09 The analysis broadly considers whether the Objectives are supported or undermined by policies, where policies rate poorly against the Objectives, and whether Objectives and policies have weak relationships with each other. The general conclusions are summarised below. A brief summary of findings for each policy is given within each chapter.

Objectives Strongly Supported by Policies

16.10 Many policies provide strong support for the Objectives. This is especially the case with general policies, which set out criteria against which new development will be judged. These score well in terms of protecting the countryside (Objective 1), reducing pollution (Objective 4), reusing redundant land and buildings (Objective 7), protecting the historic environment (Objective 8), concentrating investment in urban areas (Objective 10) and locating new development where it can minimise the need to travel (Objective 13). The Plan has a strong environmentally sustainable theme as it applies to new development. Particularly worth highlighting are the chapters on countryside and shopping, which generally score well. In addition, various policies seek to return up to 112.7 Ha. (310.5 acres) of previously developed land to countryside (see Figure 16.1). Although the strength varies through the Plan, the Appraisal does show a spread of support for sustainability across the Objectives.

Figure 16.1: Estimated Area of Developed Land Returned to Countryside	
Site	Hectares
Betteshanger Colliery Spoil Tip	84.7
Snowdown Colliery Spoil Tip	28.0
TOTAL	112.7

Objectives Undermined by Policies

16.11 A major conclusion highlighted by the Appraisal is that some of the specific development proposals undermine certain of the Objectives. In particular, if all the proposals in the Plan were implemented by 2006, it is estimated that 140 Ha. (350 acres) of countryside would be lost to development - contrary to Objectives 1 and 2 (see Figure 16.2). This amounts to 0.6% of all land in the District.

Figure 16.2: Estimated Area of Countryside Lost to Development	
Site	Hectares
<i>New commitments</i>	
A2 widening (estimate)	30.0
Pfizer expansion	23.0
Albert Road, Deal	1.3
Ash	3.12
Sub-total	57.42
<i>Existing commitments</i>	
Aylesham expansion	33.5
White Cliffs Business Park Phases II/III ¹	49.0
Sub-total	82.5
TOTAL	139.92

¹White Cliffs Business Park appears as a loss of countryside even though it is shown on the Proposals Map as within the Urban Boundaries. This is because if it was not proposed for employment development it would have remained outside the urban area.

16.12 These sites are, by definition, outside the urban area and represent significant investment contrary to Objective 10, are poorly located in terms of minimising the need to travel (Objective 13) and consequently encourage carborne commuting and air pollution (Objective 4). Given the significant amounts of redundant land available, the loss of fresh land is contrary to Objective 7.

16.13 However, only the expansion of Pfizer, an employment site at Albert Road, Deal, new housing sites at Ash and widening of the A2 are new sites identified by the Plan (about 40% of the total). The A2 widening, which has been brought about directly as a result of the Channel Tunnel, amounts to 21% of the land take. About 52% of the land lost is for economic development reasons which, in the main, have also been driven by the Channel Tunnel. Aylesham, which is a longstanding Structure Plan commitment, accounts for 24%.

Objectives with Weak Relationships to the Policies

16.14 Some Objectives have been shown to have only weak relationships with the policies. In many instances, these can be easily explained because the policies deal with specific issues. For example, encouraging the transport of freight by water and rail (Objective 15) has no relationship with the housing policies. However, the Appraisal has highlighted some weak relationships where strong ones would have been expected. The restrictive wording of Objective 3 (open space) means it has particularly weak relationships with many policies. Objective 7 encompasses the reuse of materials as well as land and buildings. This is only reflected in policies dealing with the spoil tips.

Policies rating poorly against the Objectives

16.15 Not all policies are going to relate well to all Objectives. Indeed, some Environmentally Sustainable Objectives are not compatible with each other. An important part of the Appraisal has been to identify policies or policy areas which rate poorly to the Objectives. Those with the poorest rating have tended to work against the Objectives of restricting development in the countryside (Objective 1), reusing redundant resources (Objective 7), concentrating investment in the urban area (Objective 10), minimising the need

to travel (Objective 13) and making provision for cyclists, pedestrians and public transport (Objective 14). Policies and policy areas conflicting with one or more of the Objectives listed above are:-

- (a) Policies LE3, 6 and 9, which allocate sites for employment development;
- (b) Policies allowing employment and tourism development in rural areas (though such policies are required by PPG7);
- (c) Policies TR4 and 5 on new road construction;
- (d) Policy TR13 on telecommunications masts (required by PPG8);
- (e) Policies HS10, 13 and 14 allowing for housing development outside the urban areas (these are accepted as exceptions); and
- (f) Aylesham (Policy AY1 and several associated policies).

Policies with Weak Relationships to the Objectives

16.16 Some policies and policy areas have weak relationships to the Objectives, but this is not surprising because they relate to specific policy areas. Others have no direct relationship with the Environmentally Sustainable Objectives, but essentially deal with accessibility. Five policies have very little or no relationship with the Objectives, but warrant further consideration. Policy DD11 (security in new developments), Policy WE8 (flood risk) and Policy CF3 (seeking developers to fund community facilities) do not relate to any of the Environmentally Sustainable Objectives. With the exception of Policy CF3 these policies essentially relate to human safety and/or amenity which is not reflected in any Objective. Policy LE8 relating to Southwall Road has limited relationships with the Environmentally Sustainable Objectives. This is because the policy is intended to deal with a site causing disturbance to local amenity.

Next Steps

16.17 Whilst the Appraisal has shown strong support for the Objectives in some areas, it has highlighted conflicts elsewhere. As noted in paragraphs 16.03-04, this is not surprising given that this is the first time that sustainable development has been considered in a local plan for the District and that the Plan includes the legacy of past decisions and commitments.

MONITORING

16.18 Monitoring is an integral part of the Plan as it is important to check:-

- (a) that policies are working towards the Plan's Aims and Objectives;
- (b) that the assumptions on which the Plan is based are still true;
- (c) that the Plan is up to date and soundly based;
- (d) that the proposals are being implemented;
- (e) that the policies are being successful in guiding development; and
- (f) whether additional policies are required in any Review of the Plan.

16.19 In order to monitor the Plan, the Council has identified a series of Indicators, Measures and Targets (see Figure 16.3). Targets offer a clear view of what the Plan is trying to achieve and, in the main, give a measure against which to judge the Plan's effectiveness. However, in some cases (especially those relating to pollution), the Targets extend well beyond the influence of land use planning but are, nevertheless, indicators of environmental well-being.

16.20 Monitoring will make use of information that is easily collectable and readily available. The results of monitoring will be published in the form of an Annual Monitoring Statement. It will include details of progress toward the Targets identified. Results will be fed into future Reviews of the Plan.

Figure 16.3: Indicators and Targets			
Indicator	Measure	Target¹	Objective(s)
Development in the Countryside	Ha. of land lost to development by designation	None over Plan allocations	1
	Number of planning applications refused	All except where exceptions policy	1
Nature Conservation	Number and status of sites	No reduction in number and status	2
		New sites designated and existing sites upgraded through management initiatives	2
	Biodiversity Action Plan	Contribute to Kent BDAP for key local habitats and species	2
	North Downs Management Plan	Prepared by new Joint Advisory Committee	2
	Kentish Stour Countryside Project	Prepared by newly established Project	2
	Stour Estuary Management Plan	Prepared by newly established Project	2,4
Open space	OS for protection	Identify by end 1996	3
	Ha OS lost to development	None identified for protection	3
	Local OS standards	Identify by end 1996	3
	Ratio of existing OS to requirement	At least 1:1	3
Pollution	Air quality	Annual increase in number of good 'air quality' days in the year	4,12
		District monitoring of Nitrous Oxides, Sulphur Dioxide and Ozone	4
	Water quality	All beaches pass EC standard	4,2
		River water quality at least maintained	4,2
	Derelict and contaminated land	Reduction in area of existing derelict and contaminated land	4,7
		Polluter pays principle in all new commercial permissions	4
	Light pollution	New development incorporating full cut-off lanterns	4,5

Indicator	Measure	Target ¹	Objective(s)
Energy Saving	Number of buildings achieving a SAP rating of 90	75% of new development	6,5
	Percent of housing stock with an energy rating of 10	Annually increasing percent	6,5
Renewable Energy	Electricity generated from renewable sources	1 MW	6
Recycling Resources	Amount of domestic waste	25% recycled	7
	Permissions to demolish buildings/changes of use ratio	Annual reduction	7
	Percent of vacant commercial units and Council houses	Annual reduction	7
Historic Environment	Conservation Area Assessments	Prepare scheme for all CAs by end 2003	8
	CAP scheme	At least 1 running every year	8
	Listed buildings at risk	No increase in number on list	8
	Demolition of listed buildings	None	8
Urban Concentration	Percent of population living in urban areas	Increase above 1991 Census figure	10,11
	Percent of Social Classes 1 and 2 living in urban areas	Increase above 1991 Census figure	10,11
	Number of houses permitted outside urban areas	Annual reduction	10,11
Village Services and Needs	Number of shops, social and community facilities	No less than at mid 1996	12
	Hectares and floorspace for rural enterprise by parish	Amount of employment land in relation to resident workforce to increase	11,13,14, 18,19
Location of Development	Resident workforce to number of jobs in Dover and Deal	No net out-commuting	4,11,13,14
	Permissions granted contrary to location criteria policies	None	4,11,13,14
Travel Patterns and Options	Travel to work by car	Percent no greater than 1991 Census	4,14
	Level of bus and train services	No less than at mid 1996	4,14
	Length of separated cycle route	Annual increase	4,14
	Urban footpath improvement schemes	Implemented	4,14

Indicator	Measure	Target¹	Objective(s)
Travel Patterns and Options <i>(Continued)</i>	Permissions involving freight by water or rail	Increased tonnage of rail and water - freight through District	4,14,15
State of Local Economy	Floorspace permitted and developed	30 Ha land developed and occupied between 2001-2006	16,17,21
	Allocations at Deal	Deal allocations developed and occupied	10,13,16
	Floorspace lost to non B Use Classes	None	16,18
	Percent Unemployed	Ratio of District to Kent average closes	21
	Jobs by Industrial Sector	District profile moves towards Kent average	21
Accessibility	Number of new social dwellings	Ratio of social to market housing does not fall	22
	Percent of new dwellings with access for the disabled	Increases annually	22
	Features to help the disabled in town centres	Improvements completed by 2001	22

¹To or throughout the Plan Period unless otherwise stated.

Figure 16.4: Appraisal of policies against the Environmentally Sustainable Objectives

Chapter/Policy	Objective														
	1	2	3	4	5	6	7	8*	10	11	12	13	14	15	
3 Local Economy															
LE1	●	●	●	●	●	✓	✓	●	✓	●	✓	●	●	●	
LE2	Each location assessed individually under site policy														
LE3	x	✓	●	●	✓?	✓	x	●	✓	●	●	x	✓	✓	
LE4	●	●	●	●	●	●	✓	●	✓	●	●	✓	●	x?	
LE5	x	●	●	●	●	●	x	●	✓	●	●	✓	●	✓?	
LE6	x	●	●	●	●	●	x	●	✓	●	●	✓	●	●	
LE7	●	●	✓	●	●	●	✓	●	✓	●	●	✓	●	●	
LE8	●	●	●	●	●	●	x	●	●	●	●	●	●	●	
LE9	x	x	●	●	●	●	✓	✓	x	●	●	x	✓	✓	
LE10	●	✓	●	✓	●	✓	✓	●	x	●	●	✓	✓	x	
LE11	●	✓	●	✓	●	●	✓	●	x	●	●	x	●	✓	
LE12	●	●	●	✓	●	●	✓	●	●	●	●	✓	●	●	
LE13	●	?	●	●	●	●	✓	?	✓	●	●	✓	●	✓	
LE14	✓	●	●	●	●	●	●	●	✓	●	●	✓	●	✓	
LE15	●	●	●	●	●	●	✓	●	✓	●	●	✓	●	✓	
LE16	✓	●	●	●	●	●	●	●	x	●	●	x	●	✓	
LE17	✓	●	●	✓	●	●	✓	●	x	●	●	?	●	✓	
LE18	x	●	●	●	●	✓?	?	✓	?	✓	●	✓	●	●	
LE19	●	●	●	●	●	●	●	●	●	✓	●	●	●	●	
LE20	●	✓	●	●	●	●	✓	✓	x?	✓	●	✓	●	●	
LE21	?	?	●	●	●	●	x?	●	x?	✓	●	●	●	●	
LE22	✓	●	●	●	●	●	x	✓	x	x	●	x	●	●	
LE23	✓	✓	●	●	●	●	✓	●	✓	✓	●	✓	●	●	
LE24	x	✓	●	●	●	●	✓?	✓	x	●	●	●	✓	●	
LE25	●	●	●	●	●	●	✓	●	x	●	●	●	✓	●	
LE26	●	●	●	●	●	●	✓	✓	✓	●	●	●	●	●	
LE27	✓	●	●	●	●	●	●	✓	x	✓	●	●	✓	●	
LE28	●	●	●	●	●	●	✓	✓	●	✓	●	●	●	●	
LE29	✓	●	●	●	●	●	●	●	✓	✓	✓	●	●	●	
LE30	✓	✓	●	●	●	●	●	●	●	●	●	✓	●	●	
LE31	✓	✓	●	●	●	●	✓	●	x	●	●	●	●	●	

4 Transport	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
TR1	●	●	●	✓	●	●	✓	●	✓	✓	●	✓	✓	✓
TR2	●	●	●	✓?	●	●	●	●	●	●	●	✓	✓	●
TR3	●	●	●	✓?	●	●	●	●	●	●	●	●	✓	●
TR4	x	x	●	x	●	●	x	x	x	●	x	●	x	●
TR5	x	x	●	x	●	●	x	x	x	●	x	●	x	●
TR6	✓	●	●	●	●	●	✓?	●	x	●	●	●	●	●
TR7	●	●	●	✓?	●	●	●	●	●	●	●	●	✓	●
TR8	●	●	●	✓?	●	●	●	●	●	●	●	●	✓	●
TR9	✓?	●	●	✓	●	●	●	●	✓?	●	●	●	✓	●
TR10	✓	●	●	✓	●	●	●	●	✓	●	●	●	✓	●
TR11	✓	●	●	✓	●	●	●	✓	●	●	●	●	✓	●
TR12	✓	●	●	✓?	●	●	✓?	●	✓	●	●	●	✓	✓?
TR13	x	x	●	x	●	●	✓	?	●	●	●	✓?	●	●
5 Countryside	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
CO1	✓	●	●	✓	●	x?	✓	●	✓	●	●	✓	●	●
CO2	✓	●	●	✓	●	x	✓	●	✓	✓?	●	✓	●	●
CO3	✓	●	●	✓	●	x?	✓	●	✓	✓?	●	✓	●	●
CO4	✓	●	●	✓	●	x?	✓	●	✓	●	●	✓	●	●
CO5	✓	✓?	●	✓	●	x	✓	●	✓	●	●	✓	●	●
CO6	✓	✓?	●	✓	●	x	✓?	●	✓	●	●	✓	●	●
CO7	✓	●	●	✓	●	x	✓	●	✓	●	●	✓	●	●
CO8	✓	✓	●	✓	●	●	●	●	●	●	●	●	●	●
CO9	✓	●	●	●	●	●	●	●	●	●	●	●	●	●
CO10	●	✓	✓	✓	●	●	●	●	●	●	●	●	●	●
6 Water Environment	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
WE1	●	●	●	✓	●	●	●	●	●	●	●	●	●	●
WE2	✓	●	●	●	●	●	✓	●	●	●	●	●	●	●
WE3	✓	●	●	●	✓	●	✓	●	●	●	●	●	●	●
WE4	●	●	●	✓	✓	●	✓	●	●	●	●	●	●	●
WE5	●	●	●	✓	●	●	●	●	●	●	●	●	●	●
WE6	✓	●	●	●	●	●	●	✓	●	✓	●	●	●	●
WE7	✓	●	●	✓	●	●	✓	✓	●	●	●	●	●	●
WE8	●	●	●	●	●	●	●	●	●	●	●	●	●	●
WE9	●	●	●	●	●	●	●	●	●	●	●	●	●	●

7 Environmental Resources	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
ER1	x?	x?	●	✓	●	✓	✓	x?	x?	✓?	●	●	●	●
ER2	x	●	●	●	●	●	x	●	●	●	●	●	●	●
ER3	✓	✓?	✓?	✓	●	●	✓	●	●	●	●	●	●	●
ER4	●	✓?	●	✓	●	●	●	●	●	●	●	●	●	●
ER5	✓	●	●	✓	●	●	●	●	●	●	●	●	●	●
ER6	✓	✓?	●	✓	✓	●	●	✓	●	●	●	●	●	●
ER7	✓	?	●	✓	✓	x?	✓	●	●	●	●	●	●	●
8 Development & Design	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
DD1	●	●	●	✓	✓	✓	●	●	●	●	●	●	●	●
DD2	●	●	●	✓	✓	✓	●	✓	●	●	●	●	●	●
DD3	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
DD4	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
DD5	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
DD6	●	●	●	●	●	●	●	✓?	●	●	●	●	●	●
DD7	✓	●	●	●	●	●	x?	●	●	●	●	●	●	●
DD8	●	●	●	●	●	●	●	●	●	●	●	●	●	●
DD9	●	●	●	●	●	●	●	●	●	✓	●	●	●	●
DD10	●	●	●	●	x	●	●	●	●	✓	●	●	●	●
DD11	●	●	●	●	●	●	●	●	●	●	●	●	●	●
DD12	●	●	●	●	●	●	●	●	●	●	●	●	●	●
DD13	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
DD14	●	●	●	✓?	✓	●	●	●	●	●	●	●	●	●
DD15	✓	●	●	●	●	●	●	✓	●	●	●	●	●	●
DD16	✓	●	●	●	●	●	●	●	●	●	●	●	●	●
DD17	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
DD18	●	●	●	●	●	●	●	✓	✓	●	●	●	●	●
DD19	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
DD20	✓	✓	●	●	●	●	●	●	●	●	●	●	●	●
DD21	✓	●	●	✓	●	●	●	●	●	●	●	✓	●	●
DD22	●	●	●	✓	●	●	✓	●	●	●	●	●	●	●
DD23	✓	✓	●	✓	●	●	✓?	●	●	●	●	●	●	●
9 Historic Environment	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
HE1	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
HE2	●	●	●	✓	●	●	●	✓	●	●	●	●	●	●

9 Historic Environment - Cont.	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
HE3	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
HE4	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
HE5	●	●	●	●	●	●	✓	✓	●	●	●	●	●	●
HE6	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
HE7	●	●	●	●	●	●	●	✓	●	●	●	●	●	●
HE8	✓	●	●	●	●	●	●	✓	●	●	●	●	●	●
HE9	✓	●	✓	●	●	●	●	✓	●	●	●	●	●	●
10 Housing	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
HS1	✓	●	●	✓	●	●	✓?	●	✓	✓	●	✓	●	●
HS2	<i>Environmental Appraisal of individual sites carried out in Chapter 15</i>													
HS3	✓	●	●	✓	●	●	✓	●	✓	✓	●	✓	●	●
HS4	✓	●	✓	●	●	●	✓	✓	x	✓	●	●	✓	●
HS5	x	x?	✓	●	●	●	x	●	x	✓	●	●	✓	●
HS6	●	●	✓	●	●	●	●	●	✓	●	●	✓	✓	●
HS7	●	✓	✓	●	●	●	✓	●	x	✓	●	x?	●	●
HS8	✓	✓	●	●	●	●	✓	●	●	●	●	●	●	●
HS9	●	●	●	●	●	●	●	●	●	●	●	●	●	●
HS10	x	●	●	✓	●	●	x?	●	x	✓	●	●	●	●
HS11	●	●	●	✓	●	●	●	●	●	●	●	●	●	●
HS12	✓	●	✓	✓	●	●	●	●	?	●	●	✓	✓	●
HS13	✓	●	●	x	●	●	●	●	x	●	●	●	●	●
HS14	x	●	●	x	●	●	●	●	x	●	●	●	●	●
HS15	✓	●	●	✓	●	●	●	●	●	●	●	✓	✓	●
HS16	✓?	●	●	✓	●	●	●	●	●	●	●	✓	✓	●
11 Shopping	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
SP1	●	●	●	●	●	●	●	●	✓	●	●	●	●	●
SP2	●	●	●	●	●	●	●	●	✓	●	●	●	●	●
SP3	✓	●	●	✓	●	●	✓	●	✓	●	●	✓	✓	●
SP4	✓	●	●	✓	●	●	✓	●	✓	●	●	✓	✓	●
SP5	●	●	●	●	●	●	●	●	✓	●	●	●	●	●
SP6	●	●	●	●	●	●	●	●	✓	●	●	●	●	●
SP7	✓	●	●	✓	●	●	✓	●	✓	●	●	✓	✓	●
SP8	●	●	●	●	●	●	✓	●	✓	●	●	✓	✓	●
SP9	●	●	●	●	●	●	●	●	●	●	✓	●	●	●

11 Shopping - Cont.	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
SP10	●	●	●	●	●	●	●	●	✓	●	✓	●	●	●
SP11	●	●	●	●	●	●	●	●	x	✓	✓	●	●	●
SP12	●	●	●	✓	●	●	●	✓	✓	●	●	●	●	●
SP13	●	●	●	●	●	●	●	●	●	●	●	●	●	●
12 Open Space	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
OS1	●	✓	✓	✓	●	●	●	✓	●	●	●	●	●	●
OS2	●	●	✓	●	●	●	●	●	●	●	●	●	●	●
OS3	●	✓	✓	✓	●	●	●	✓	●	●	●	●	●	●
OS4	✓	✓	●	●	●	●	●	✓	●	●	●	●	●	●
OS5	✓	●	●	✓	●	●	●	●	✓	●	●	●	✓	●
OS6	●	●	●	●	●	●	●	●	✓	✓	●	✓	●	●
OS7	●	●	●	✓	●	●	●	●	✓	✓	●	✓	●	●
OS8	●	✓	●	●	●	●	●	●	●	●	●	●	●	●
13 Community Facilities	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
CF1	✓	●	●	✓?	●	●	●	●	x	✓	●	✓	●	●
CF2	●	✓	●	●	●	●	?	●	●	●	●	●	●	●
CF3	●	●	●	●	●	●	●	●	●	●	●	●	●	●
14 Aylesham	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
AY1	x	●	●	x	●	●	x	●	x	✓	✓	x	●	✓
AY2	x	●	✓	x	●	●	x	✓	x	✓	✓	x	✓	●
AY3	x	●	✓	x	●	●	x	●	x	✓	●	x	✓	●
AY4	x	x	x	●	●	●	x	●	x	✓	✓	✓	●	✓
AY5	x	x	x	●	●	●	x	●	x	✓	✓	✓	●	●
AY6	x	●	●	x	●	●	x	●	x	✓	✓	✓	●	●
AY7	x	✓?	✓	●	✓?	●	✓	●	x	●	●	●	●	●
AY8	x	●	✓	●	●	●	●	●	●	✓	●	✓	●	●
AY9	●	●	●	●	●	●	✓	●	●	✓	✓	✓	●	●
AY10	●	●	●	●	●	●	●	●	●	●	●	●	✓	●
AY11	x	●	●	●	●	●	x	●	x	●	●	●	✓	●
15 Area Specific	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
AS1	●	●	●	✓	●	✓	✓	●	x	x	●	●	●	●
AS2	●	✓	✓	✓	●	✓?	✓	●	✓	●	●	✓	✓	●
AS3	●	●	✓	✓	●	●	✓	✓	✓	●	●	✓	●	●
AS4	●	●	✓	✓	●	●	✓	✓	✓	●	●	✓	●	●

<i>15 Area Specific - Cont.</i>	1	2	3	4	5	6	7	8*	10	11	12	13	14	15
AS5	●	●	●	●	●	●	✓	✓	✓	●	●	✓	●	●
AS6	●	✓	✓	●	✓	●	✓	●	✓	●	●	✓	●	●
AS7	●	●	●	✓	●	●	✓	✓	✓	●	●	✓	✓	x
AS8	●	✓	x	✓	●	?	✓	✓	✓	●	●	✓	✓	✓
AS9	●	●	●	✓	●	●	✓	✓	✓	●	●	✓	✓	●
AS10	●	✓	●	●	●	●	✓	✓	x	✓	✓?	x	●	●
AS11	●	●	●	x?	●	●	✓	✓	x	x?	●	x?	●	●
AS12	x	●	●	●	x?	●	●	✓	x	✓	✓?	x	●	●
AS13	x	✓	●	x	x	●	●	●	x	●	●	x	●	●
AS14	●	✓	●	✓	●	✓	✓	✓	x	●	●	x	●	✓
AS15	●	✓	✓	✓	●	●	✓	✓	x	●	●	●	✓	✓
AS16	●	●	●	✓?	●	✓	✓	●	x	●	●	x	●	✓
AS17	●	✓	✓	✓	●	✓?	✓	●	x	●	●	x	●	●

*The Policies of the Plan do not need to be appraised against Objective 9

GLOSSARY AND INDEX

Glossary

A1 - use as a shop for the sale, display or provision of goods and services (except hot food) to visiting members of the public

A2 - use for the provision of financial or professional services (other than health or medical services) or any other service (including use as a betting office) appropriate to a shopping area where the services are provided principally to visiting members of the public

A3 - use for the sale of food or drink for consumption on the premises or for hot food for consumption off the premises

Affordable housing - housing which is accessible to people who can not afford to rent or buy housing locally on the open market

Agenda 21 - document signed at the Earth Summit in 1992, which commits the Government to producing a strategy for achieving sustainable development

Ancient woodland - identified by English Nature as having continuous woodland cover since 1600 AD

AONB - see Area of Outstanding Natural Beauty

Archaeological Assessment - usually a desk-based evaluation of the impact of proposed development on archaeological remains using existing archaeological information about a site

Archaeological Evaluation - archaeological field-work to establish the impact of proposed development on archaeological remains which may involve a ground survey, geophysical survey and/or small scale trial trenching

Archaeological Investigation - the process of excavating and recording archaeological remains and the subsequent publication of the results

Area of Outstanding Natural Beauty (AONB) - landscape of national importance designated by the Secretary of State for the Environment on the advice of the Countryside Agency. The primary objective of designation is the conservation of the natural beauty of the landscape.

Area of Special Control for Advertisements - an unspoiled rural area where advertisements are strictly controlled in order to protect its character

Area of Archaeological Potential - areas known to have archaeological remains

Article 4 direction - removes permitted develop-

ment rights contained within the Town and Country Planning General Permitted Development Order 1995 on the grounds that to exercise these rights would have an adverse affect on the character of the area

B1 - use as an office (other than within class A2), or for research and development of products or processes, or for light industrial use where the use can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit

B2 - use for any industrial process other than Class B1

B8 - use for storage or as a distribution centre

Backland development - development of land to the rear of existing properties, often using garden land

Best and most versatile agricultural land - land graded 1, 2 or 3a in the former MAFF's Agricultural Land Classification system. This land is the most productive and supports the widest range of crops

Biomass - sources of energy derived from plant or animal material

Bridleway - a public right of way for pedestrians and horse riders

Bonus - housing permissions in addition to those identified by the Plan - either new sites or increases in density on existing sites

C1 - use as a hotel, boarding or guest house or as a hostel where, in each case, no significant element of care is provided

C2 - Use for the provision of residential accommodation and care to people in need of care (other than a use within class C3 (dwelling houses). Use as a hospital or nursing home. Use as a residential school, college or training centre

C3 - Use as a dwelling house (whether or not as a sole or main residence) by a single person or by people living together as a family, or by not more than six residents living together as a single household (including a household where care is provided for residents)

Census of Population - 10 yearly survey carried out by the Government of whole population which provides demographic and social statistics

Census of Employment - survey of employers carried out by the Department of Employment and Education

Circular - document issued by Government giving interpretation of Acts of Parliament

Code system operators - company granted a licence under the Telecommunications Act 1984 to carry out specified telecommunications works

Combined Heat and Power - form of energy generation where the waste heat from electricity generation is passed through a second cycle to extract the energy from the heat

Commitments - sites with planning permission for development, including those under construction and completed in the Plan period

Common Agricultural Policy (CAP) - policy of the European Union which, among other things, supports agriculture through the payment of subsidies for growing crops

Community benefit - provision of facilities, such as sports halls or open space, by a developer from the profits of development

Community Woodland - woodland to which the public has free access for informal recreation

Commuted payments - instead of providing for an essential part of a development, such as car parking spaces, the developer makes a payment so the Council can provide the facility off-site

Comparison shopping - high value, non-food products, such as clothing, furniture, electrical goods, for which the consumer generally expects to invest time and effort into visiting a range of shops before making a choice

Conservation Area - area of special architectural or historical interest where it is desirable to preserve or enhance its character or appearance

Conservation Area Partnership (CAPs) - partnership agreement between local authorities and English Heritage to improve historic environments

Convenience shopping - goods such as food, newspaper and drinks, which tend to be purchased regularly

Coppice woodland - wood, periodically cut to allow new growth from the base of trees

Country Park - large area of land offering easy access for countryside recreation

Countryside - undeveloped land beyond urban

boundaries and rural settlement confines. This excludes land allocated for development in the Plan together with formal open space, and existing buildings and their curtilage.

Countryside Agency - Government's advisor on rural issues, including planning matters

Countryside Stewardship Scheme - a grant scheme operated by DEFRA with the aim of protecting and enhancing valued landscapes and habitats and improving opportunities for public enjoyment of the countryside

D1 - non-residential institutions. Any use not including a residential use for the provision of any medical or health services except the use of premises attached to the residence of the consultant or practitioner; as a crèche, day nursery or day centre; for the provision of education; for the display of works of art; as a museum; as a public library or public reading room; as a public hall or exhibition hall; for, or in connection with, public worship or religious instruction

D2 - Assembly and leisure. Use as a cinema, concert hall, bingo hall or casino, dance hall, a swimming bath, skating rink, gymnasium or area for other indoor or outdoor sports or recreations, not involving motorised vehicles or firearms

Department of the Environment, Food and Rural Affairs (DEFRA) - is responsible for promoting sustainable development, protecting and improving the rural, urban, marine and the global environment. DEFRA also provides grant aid and advice on conservation, a service that was previously undertaken by MAFF

Derelict land - land so damaged by industrial or other development that it is incapable of beneficial use without treatment

Developer contributions - payment by developer for services, the need for which arise from the development itself

District heating - use of waste heat from electricity generation to directly heat homes or industrial buildings

Dover and Western Parishes Local Plan - the Local Plan that covers the southern part of the District which has now been succeeded by the Dover District Local Plan

Dover Harbour Board - body responsible for running the port of Dover

Dual use - the opening up of recreational facilities, such as those at schools, to the public

Earth Summit - the United Nations Conference on Environment and Development held in Rio de Janeiro in 1992 where World Governments for the first time recognised the need to address the issue of climate change and agreed the need for action to address the World's environmental problems

East Kent Initiative - a former economic task force, representing both public and private sector interests, set up in 1991 to promote the economic regeneration of Kent

Economically active - adults in work, looking for work or on a Government training scheme

Edge-of-centre - location within a reasonable walking distance (200-300m.) of the primary shopping frontage, and providing parking facilities that serve the centre as well as the store, thus enabling one trip to serve several purposes

Employment land - land for office, industrial and warehousing uses (Use Classes B1/B2/B8)

English Heritage - Government's advisor on listed buildings, conservation areas and scheduled ancient monuments

English Nature - Government's advisor on nature conservation

Environment Agency - Government-funded agency responsible for pollution control, waste regulation, water resources, flood defence, and inland fisheries, recreation, conservation and navigation of inland waterways. These functions were previously exercised by the National Rivers Authority (NRA), Waste Regulation Authority (WRA) and Her Majesty's Inspectorate of Pollution (HMIP)

Environmental Appraisal - process of testing the effects of the Plan's policies on aspects of the environment

Environmental Assessment - process of collecting information of the effects of individual development projects on various aspects of the environment

Environmental Statement - formal document produced as a result of an environmental assessment

ETSU - the Energy Technology Support Unit manages the DTI's new and renewable energy programme

European Blue Flag - awarded to beaches which meet the European Union's standards for cleanliness

Factory Outlet Shopping Centre - collection of small shop units selling manufacturers' seconds and end-of-line goods direct to the visiting public at a discounted price

Farm and Conservation Grant Scheme - administered by DEFRA offering assistance to a range of schemes with grants available for work with environmental value, such as providing traditional field boundaries, shelter belts, enclosure woodlands

Farm diversification - supplementing farm incomes by providing non-agricultural sources of revenue in order to maintain the viability of farm holdings

Farm Woodland Premium Scheme - administered by DEFRA to encourage farmers to plant new woodland on land currently in productive agricultural use

Fluvial flood plain - largest area flooded by a river once every one hundred years, or the worst recorded instance of a river's flood

Fossil fuels - coal, oil and natural gas, formed from animal and plant material during the carboniferous era

Fresh land - land outside urban boundaries and village confines which does not have planning permission, and is not allocated for residential development

Full cut-off lanterns - design of lights which directs all light produced downwards

Full planning permission - application where all details are approved

GATT - the General Agreement on Tariffs and Trade is an international organisation which aims to remove barriers to trade, such as the payment of subsidies to farmers or the use of quotas for imports

General Permitted Development Order - secondary legislation issued by the Secretary of State for the Environment which grants planning permission to certain forms of minor development

General industry - see B2

Global warming - process by which the Earth is getting warmer due to more of the Sun's heat being trapped by the Earth's atmosphere as a result of increased concentration of greenhouse gases released by human activity

Grant maintained schools - schools which receive their funding directly from the Department of Education rather than the local authority

Green corridor - green areas which link open spaces/wildlife areas within urban areas or to the countryside

Green tourism - tourism which safeguards and promotes understanding of the environment

Green wedge - large areas of undeveloped land on the edge of urban areas which play an important role in shaping the character and enhancing the appearance of urban areas

Groundwater Source Protection Zone - areas defined by the NRA in which certain types of development are restricted/prevented in order to ensure that groundwater sources remain free from contamination/pollution

Heritage Coast - nationally important coastline, defined by local authorities in conjunction with the Countryside Agency, with the objective of protecting and enhancing its natural beauty and increasing public access

Highway Authority - Kent County Council which is responsible for the planning and maintenance of roads (except Trunk and private roads) in the District

HMOs - dwelling which is occupied by seven or more unrelated people living together, or is occupied by six or less people but are not living together as a single household

Houses in Multiple Occupation - see HMOs

IMPACT - organisation set up by Dover District and Kent County Councils in order to carry out a programme of environmental improvements in the District

infilling - the completion of an otherwise substantially built up frontage by the filling of a narrow gap taking only one or two dwellings

Intermediate Area - area where financial assistance is available to help stimulate economic activity

Kent Impact Study - study commissioned to advise upon the likely economic and employment impact of the Channel Tunnel and related infra-structure, and offer a strategy to deal with these effects

Kent Structure Plan - prepared by the County Council to give a broad framework within which local plans are prepared. This Local Plan has been prepared on the basis of the Third Review of the Kent Structure Plan

Light industry - see B1

Light spill - light that is not illuminating the intended object, and is therefore 'spilling' onto non-intended targets

Listed building - a building of architectural or historical importance, graded according to its importance (Grade I, II*, II). The list is kept by the Department of National Heritage. Buildings on the list are subject to special control

Listed Building Consent - required to demolish, extend or alter any aspect of a listed building, including any object or structure within its curtilage erected before July 1948

Local Nature Reserve - habitats of local significance, which make a contribution both to nature conservation and to opportunities for the public to learn about and enjoy wildlife. Declared and managed by the local authority in conjunction with others

Luminance - amount of light emitted

MAFF - Ministry of Agriculture, Fisheries and Food was responsible for administering policy for agriculture, horticulture and fisheries. MAFF duties and responsibilities have now been taken over by DEFRA

Minerals Local Plan - prepared by the County Council setting out policies to provide for the supply of minerals

Mixed uses - integration of uses into an area so that people can live in close proximity to all the facilities they need reducing the need to travel and making places more attractive through activity

National Nature Reserve - areas of national/international importance, which are owned or leased by English Nature or a body approved by them, or managed in accord with Nature Reserve Agreements

Non-Fossil Fuel Obligation - order made by the Secretary of State for Trade and Industry which requires the electricity companies to buy a certain amount of electricity capacity from renewable sources of energy

North Downs Way - long distance footpath running through the District

Ordnance Datum Newlyn (ODN)- mean sea level re-corded at the Ordnance Survey Tidal Observatory at Newlyn in Cornwall

Open Space Improvement Programme (OSIP) - a commitment by the Council to making good deficiencies in the wider open space needs of the District through the establishment of an Open

Space Improvement Programme. The funding for an OSIP is likely to come from developer contributions as part of any new housing development, Parish and Town Councils and from the Council.

Outline planning permission - submitted to establish the general principle of development. The exact details are reserved for later approval

Passive solar design - design to optimise the amount of the sun's energy that heats and lights a building naturally

Permitted development rights - minor development which is granted planning permission by the General Permitted Development Order 1995

Photovoltaics - method of generating electricity directly from the sun

Pit head - area on which colliery buildings stand/stood

Port operational - use for the purpose of shipping, or in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods within the port. This is granted planning permission by virtue of the General Permitted Development Order 1995. Outside the port, planning permission is needed

Port-related - development which is connected with the port, but not directly necessary for port activity

PPG - Planning Policy Guidance notes set out Government policy on aspects of planning

Previously developed land - land that is or was occupied by a permanent structure (excluding agriculture or forestry buildings), and associated fixed infrastructure. The definition covers curtilage of the development. Previously developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures - see PPG3, Annex A for further information

Primary shopping frontage - the most important shopping area of a town, usually characterised by having the highest rents and pedestrian flow, where development on ground floors is primarily restricted to retailing

Primary transport network - routes which link the main urban areas of Kent and other strategic centres such as the ports or Channel Tunnel. In the District the routes consist of the A2, A20, A256, A260 (when opened), the Dover - Canterbury and Dover-Folkestone rail line

Proposals Map - a map of the District showing the Plan's proposals and where policies apply

Public open space - land, such as parks and playing fields to which the public has free, unrestricted access

Ramsar site - wetland habitat of international importance designated under the Ramsar Convention, to which the British Government is a signatory

Renewable energy - energy flows which occur naturally and repeatedly in the environment, such as wind and solar

Repairs Notice - mechanism by which the Council can carry out repairs to a listed building

Residential Institutional Uses - use for the provision of residential accommodation to care for people in need of care, use as a hospital or nursing, residential school, college or training centre. Use Class C2 of the Use Classes Order

Retail Impact Study - an investigation into the effect of a proposed development upon existing retailers in an area

Retail warehousing - large single-level stores specialising in sale of household goods and bulky DIY items, often in out-of-centre locations

Routeing agreement - an agreement under Section 106 of the Town and Country Planning Act 1990 which requires vehicles to travel to and from a site by a specified route

Rural Development Area - rural areas with the greatest concentration of social and economic problems

Rural diversification - process of expanding the range of activities in which rural workers are dependent away from agriculture/horticulture

SAM - see Scheduled Ancient Monuments

SAC - see Special Area of Conservation

Safeguarded land - land which is required for some other purpose and is therefore protected as shown on the proposals map

Sandwich Informal District Plan for Conservation - non-statutory Plan for Sandwich which has been replaced by this Plan

Saxon Shore Way - long distance footpath, which runs from Gravesend to Rye, and passes through the District

Scheduled Ancient Monuments - ancient monuments of national importance included on a schedule maintained by the Department of National Heritage as advised by English Heritage

Secondary shopping frontage - shopping areas of secondary importance where it is desirable to restrict the use of ground floors to retailing, financial and professional services and food and drink

Set-aside - part of the Common Agricultural Policy of the European Union whereby farmers are paid to take land out of agricultural production to reduce the level of surpluses of crops

Single European Market - the integration of the economies of the European Union by removing barriers to trade and movement of people so that the whole of the EU is effectively one market

Site of Nature Conservation Interest - locally significant nature conservation site identified by the Kent Trust for Nature Conservation

Site of Special Scientific Interest - the most important wildlife habitats in the country

SLA - see Special Landscape Area

SNCI - see Site of Nature Conservation Interest

SPA - see Special Protection Area

Special Area of Conservation - natural habitat sites of international importance, designated under the Habitats Directive. The list is currently being prepared by English Nature

Special Landscape Area - landscapes of county-wide importance where priority is given to the enhancement and conservation of natural beauty

Special Protection Area - the habitats of species of wild birds which are of international importance to ensure their survival and reproduction, designated under the Wild Birds Directive

Spinal cycle route - network of interconnected cycle paths

SPG - see Supplementary Planning Guidance

SSSI - see Site of Special Scientific Interest

Standard Assessment Procedure - method of assessing the level of energy efficiency of new buildings

Statement of General Conformity - issued by the County Council to state that a plan generally conforms with the Structure Plan

Strategic tourist facility - development of Countywide or greater importance, such as a holiday village

Supermarket - self-service store selling mainly food with a gross trading floorspace of between 500 and 2,500 square metres

Superstore - self-service store selling mainly food with at least 2,500 square metres gross trading floorspace

Supplementary Planning Guidance - guidance on specific or sensitive planning issues which adds detail to policies in the Plan

Sustainable Development - concept, first defined by the Brundtland Commission, which requires that development must not deny future generations the best of today's world

Telecottage - small-scale building, usually in rural settlements, which offers a range of facilities such as computers and fax machines for people to use at a charge

Teleshopping - buying goods via television shopping channel

Town and Country Planning Act 1990 - the major legislation governing land use planning

Town centre - area where mixed commercial uses predominate, providing a broad range of facilities and services which fulfil a function as a focus for the community and public transport

Town Centres of Archaeological Importance - areas of Dover and Sandwich which are particularly important for archaeology

TPO - see Tree Preservation Order

Traffic calming - method of managing traffic with the aim of reducing vehicular speeds, often involving the use of speed humps or chicanes

Traffic impact assessment - study of proposed traffic levels likely to be generated by a development

Traffic management - general term used to cover measures such as traffic calming, pedestrianisation and bus priority which aim to reduce the impact of vehicular traffic, congestion and accidents, and improve the flow of traffic

Transport Plan - a non-statutory Plan produced by the Highway Authority which sets out a programme of action for the Structure Plan's policies

Transport Policies and Programme - document submitted to the Department of Transport seeking Government funding for Transport schemes

Tree Preservation Order - gives protection to individual trees, groups of trees or woodlands by preventing works to trees, such as cutting down, topping or lopping, without the express consent of the planning authority

Trunk Roads - roads carrying strategic traffic and under the jurisdiction of the Department of Transport

Undeveloped Coast - sections of the coast which remain largely free from development - on the Proposals Map the undeveloped coast has been defined so as to exclude the Heritage Coast

Unstable land - large areas of land liable to sudden failure

Urban Areas - land within the urban boundaries of Dover and Deal

Urban Transport Strategy - non-statutory document which considers transport problems of Dover, Deal and Sandwich

Use Classes Order - statutory instrument which defines broad categories of use of land and buildings

Village Confines - the residential core of rural settlements, within which minor residential may be acceptable on suitable sites. They do not define the extent of a village, its community nor its built up area

Waste Local Plan - statutory plan, prepared by the County Council containing policies in respect of development which involves the depositing of refuse or waste material

Waste-to-energy plant - power station in which waste is burned to produce electricity

White Cliffs Countryside Project - a partnership of public and private sector bodies which is aimed at protecting and caring for the cliffs and countryside around Dover and in Shepway District, making them accessible to everyone

Woodland Grant Scheme - operated by the Forestry Authority with the aim of encouraging the creation of new forests and woodlands for wood production, enhancing landscapes, providing wildlife habitats, and offering opportunities for recreation

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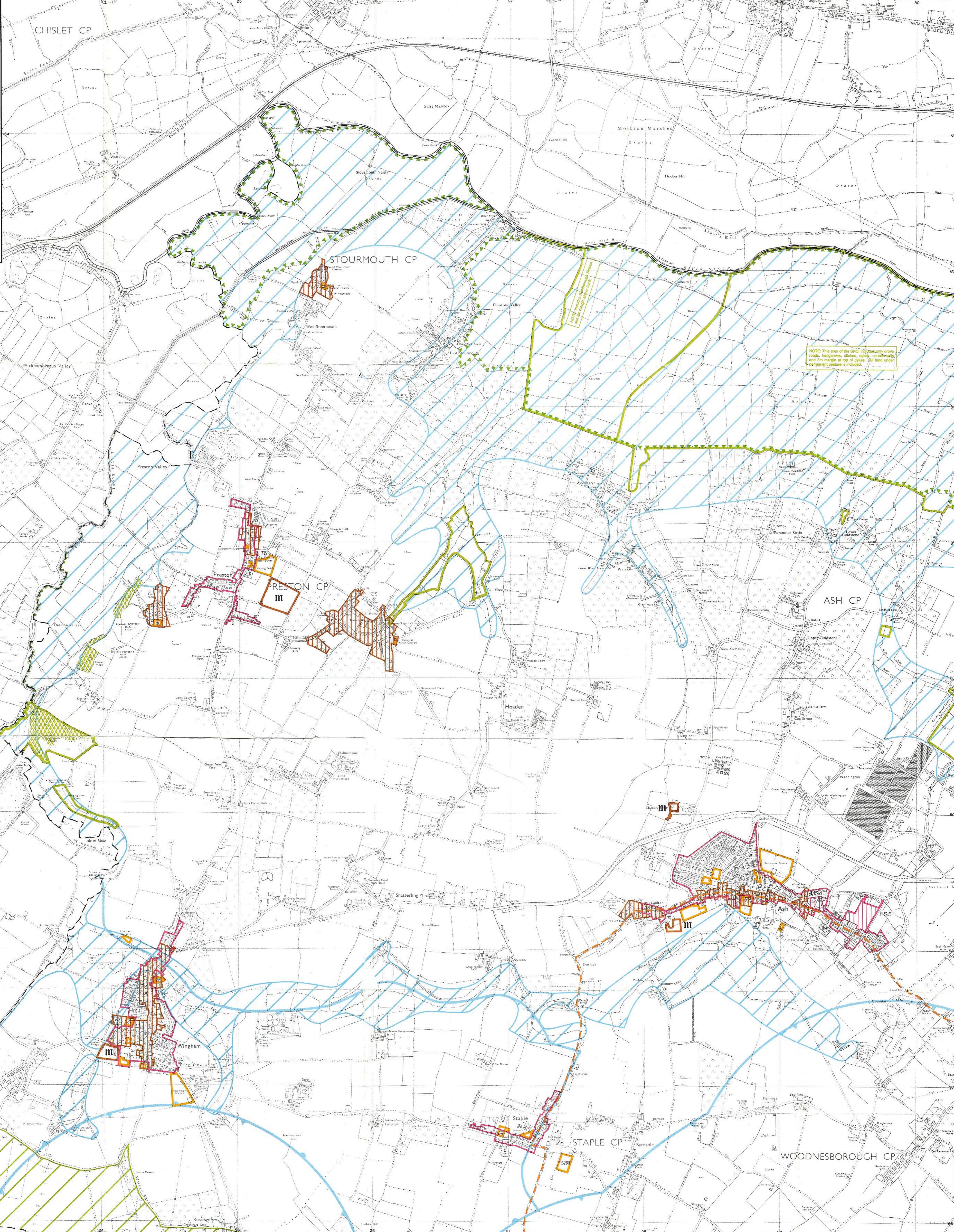
DOVER DISTRICT LOCAL PLAN

Adopted 2002
Proposals Map Sheet 1

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DOVER DISTRICT COUNCIL

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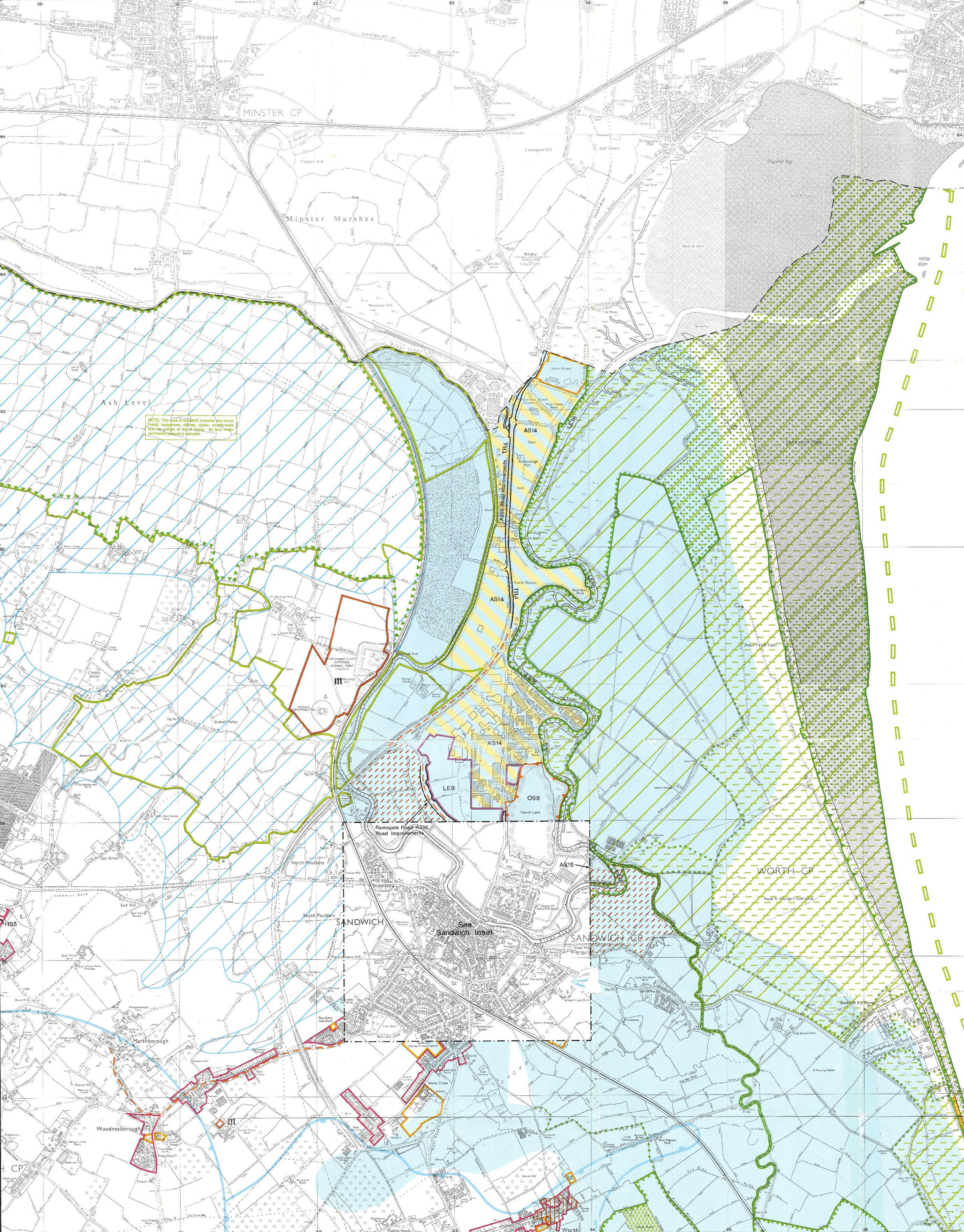


**DOVER DISTRICT
LOCAL PLAN
Adopted 2002
Proposals Map Sheet 2**

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Scale 1:10,000

DOVER DISTRICT COUNCIL

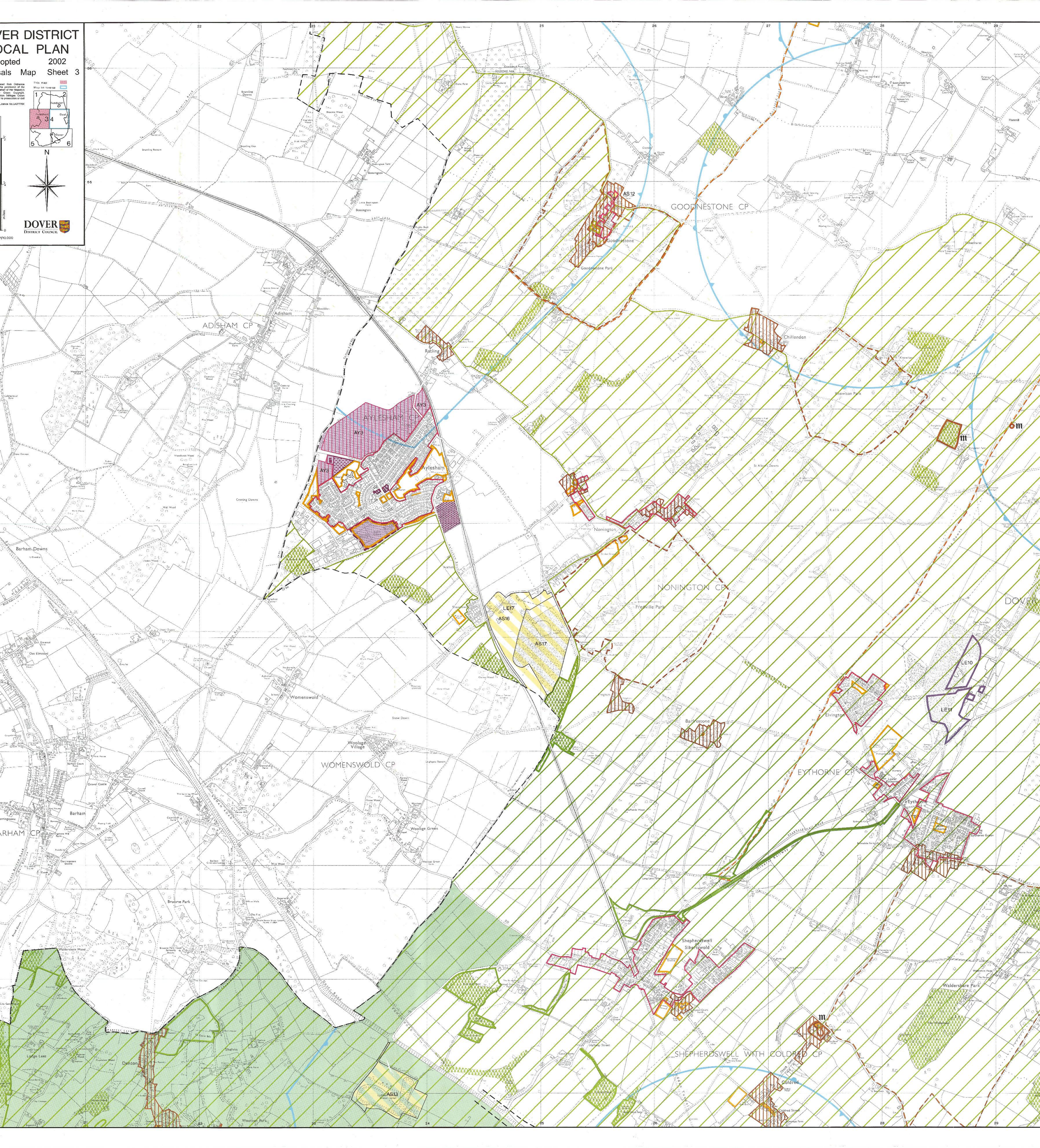


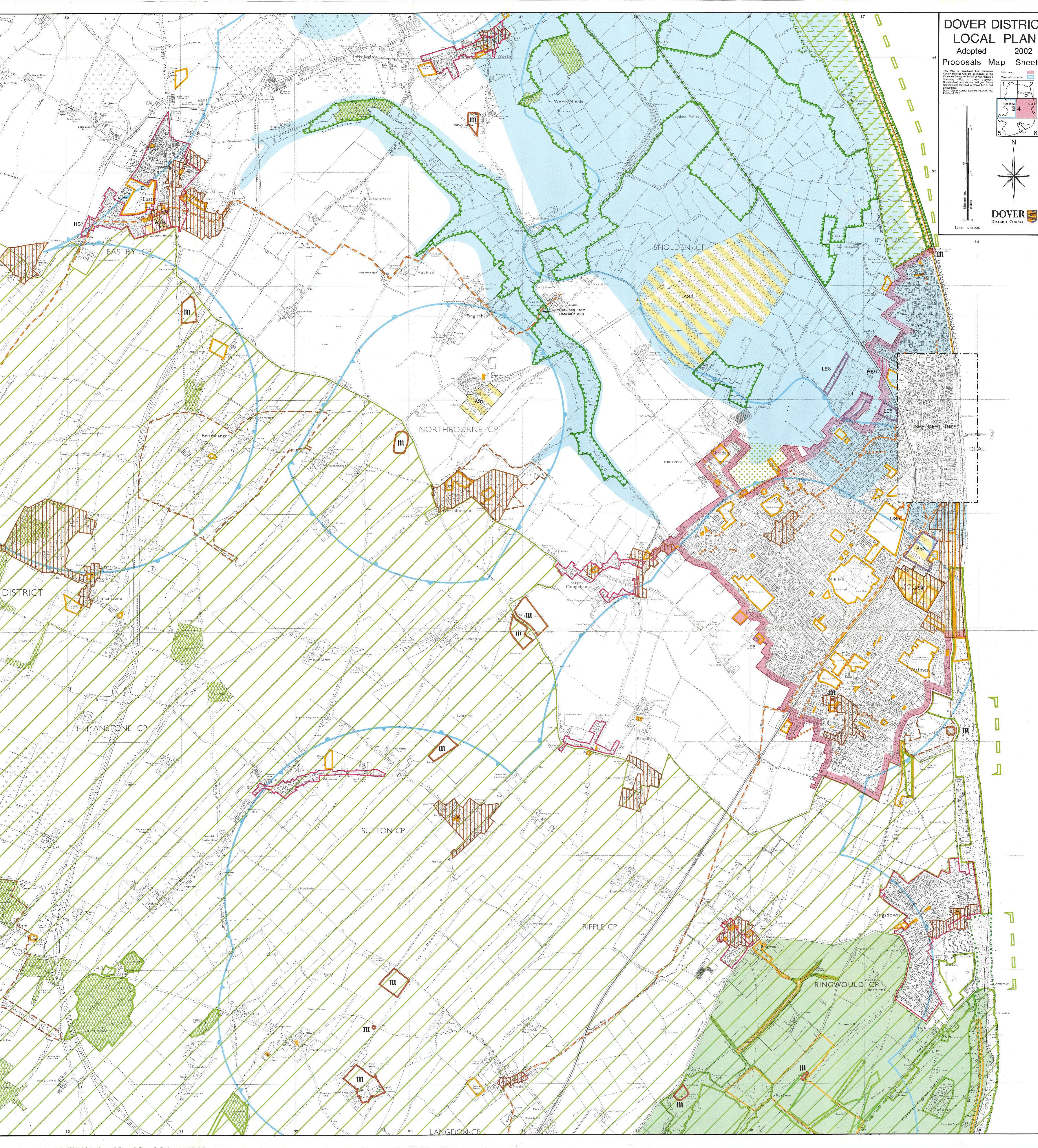
NOTE: This area of the ENCI includes only those roads, footpaths, cycleways, waterways and other features at top of datum. All land under permanent pasture is included.

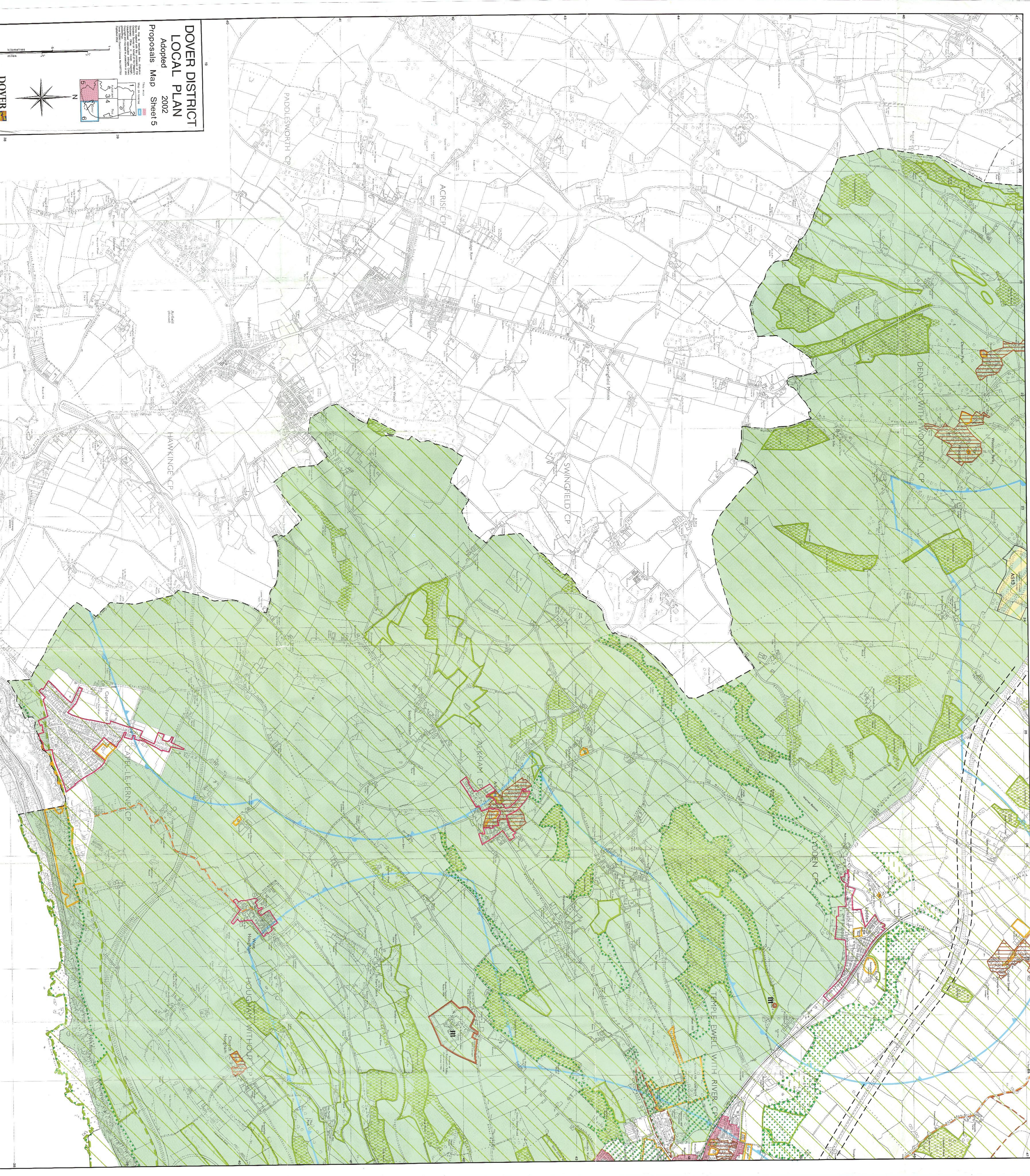
DOVER DISTRICT
LOCAL PLAN
2002
Proposed
Materials Map Sheet 3

This map shows the extent of the District Council's planning area. The map is divided into six sheets, numbered 1 to 6. Sheet 3 is highlighted in red.

DOVER DISTRICT COUNCIL

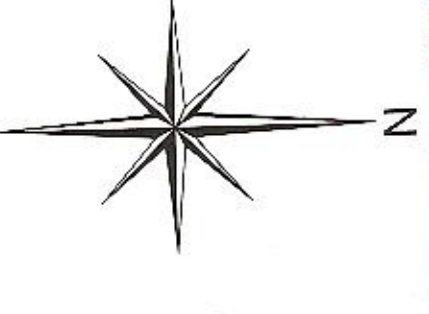
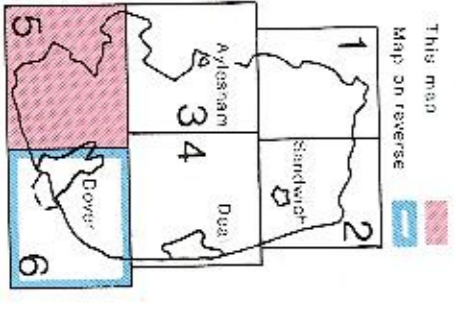






**DOVER DISTRICT
LOCAL PLAN
Adopted 2002**

Proposals Map Sheet 5





DOVER DISTRICT
 LOCAL PLAN
 2002
 Adopted
 Proposals Map Sheet 6

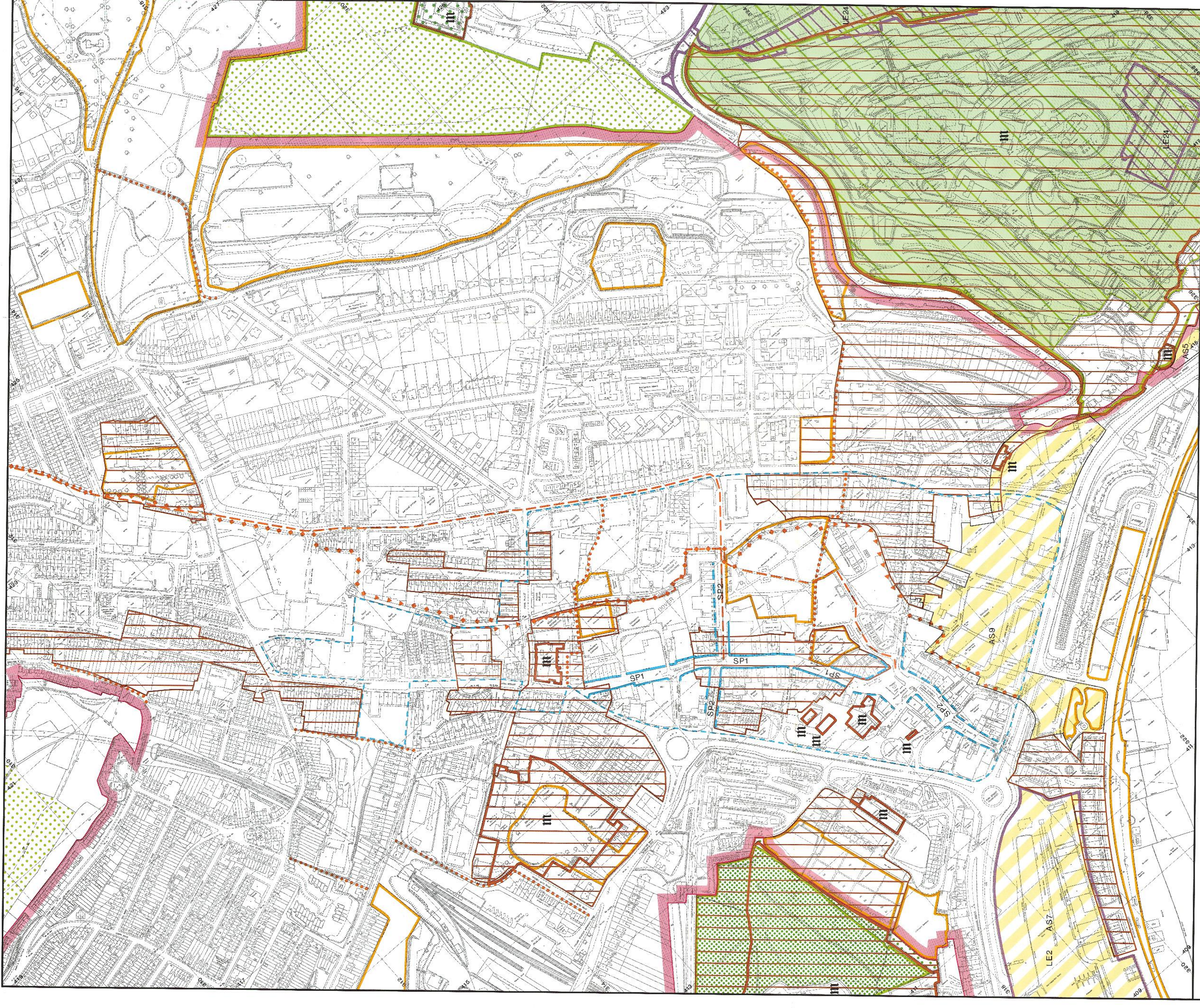
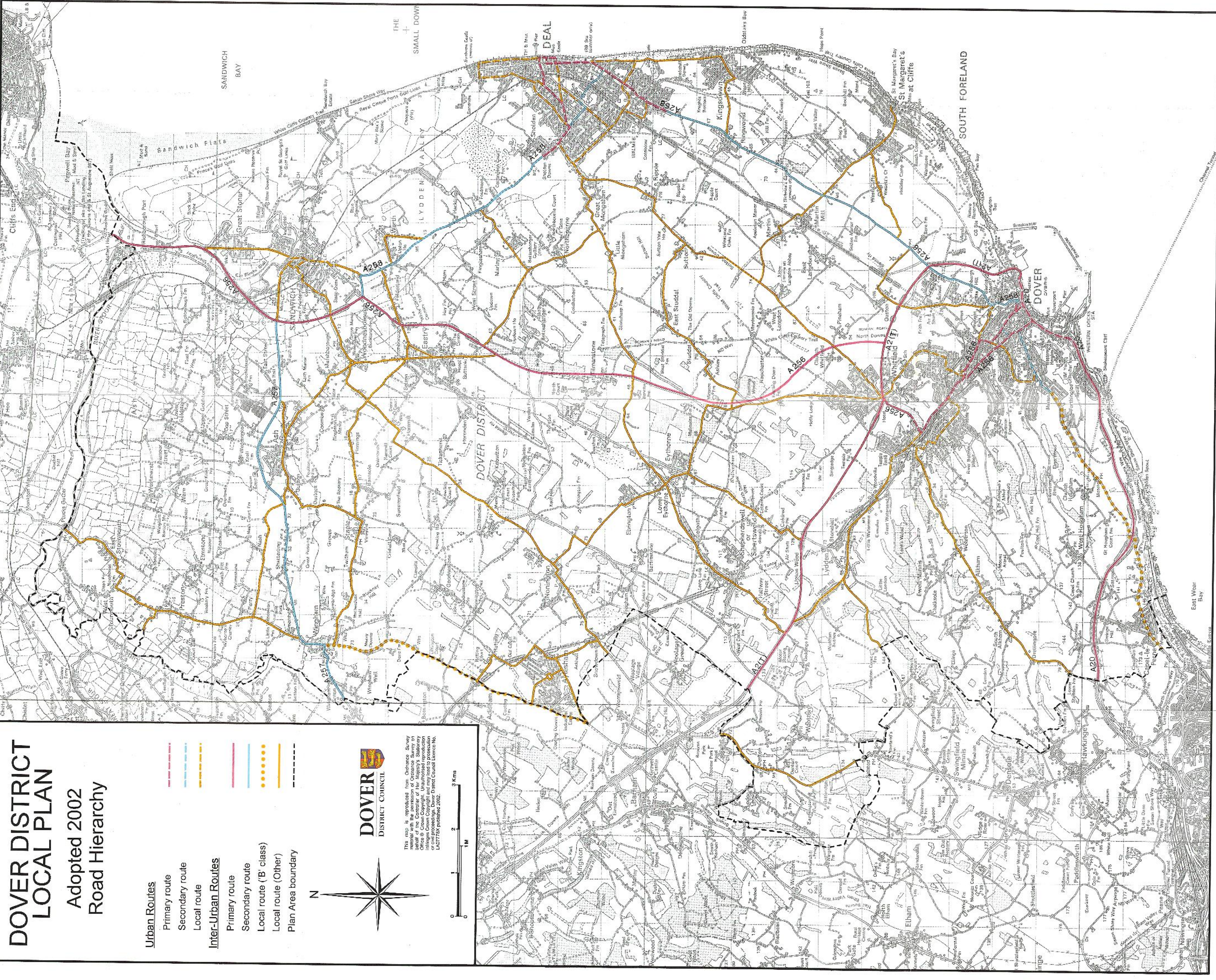
This map is intended to be used in conjunction with the Local Plan 2002 and the Dover District Council's Local Plan 2002. It is not intended to be used in isolation.

Legend:

- 1. Strategic Development Areas
- 2. Strategic Development Areas (Proposed)
- 3. Strategic Development Areas (Proposed)
- 4. Strategic Development Areas (Proposed)
- 5. Strategic Development Areas (Proposed)
- 6. Strategic Development Areas (Proposed)

DOVER DISTRICT COUNCIL
 Planning Department
 Dover, Kent, CT16 3JF
 February 2002





DOVER DISTRICT COUNCIL

DOVER DISTRICT COUNCIL
2002

Appendix 1

CYCLE PARKING STANDARDS

LAND USE	RATE OF PROVISION
a) Shops and Services A1/A2 Staff	2 - 4 spaces per 100 sq. m. ¹ 2 spaces per 100 sq. m.
b) Restaurants, Cafes and Pubs A3 Bar Area Dining Area Staff	1 - 15 spaces per 50 sq. m. 1 space per 50 sq. m. 1 space per 5 staff members 1 space per 3 staff members
c) Business Offices B1 Staff	1 space per 100 sq. m. 4 spaces per 1000 sq. m. 5 spaces per 1000 sq. m.
d) Industry B2	2 spaces per 200 sq. m. 4 - 25 spaces per 1000 sq. m. 12 - 100 spaces per 5000 sq. m.
e) Warehouses B8	2 spaces per 200 sq. m. 4 - 25 spaces per 1000 sq. m. 10 - 50 spaces per 5000 sq. m.
f) Hotels and Guesthouses C1 Staff	2 spaces per 20 beds 10 spaces per 100 beds 1 space per 10 staff members
g) Hospitals and Nursing Homes C2 Staff	10 spaces per 100 beds 1 space per 10 staff members
h) Clinics and Health Centres D1 Staff	2 spaces per 20 beds 2 spaces per treatment room 1 space per 10 staff members
i) Secondary Schools D1 Staff	100 spaces per 500 students 1 space per 10 staff members
j) Colleges and Universities D1 Staff	100 spaces per 500 students 1 space per 10 staff members
k) Halls of Residence C2	1 space per 10 students
l) Dwellings and Flats C3	1 space per 2 units
m) Libraries and Museums D1 Staff	2 spaces per 200 sq. m. 1 space per 10 staff members
n) Theatres and Cinemas D2 Staff	2 spaces per 100 seats 1 space per 10 staff members
o) Sports and Leisure Centres D2 Staff	1 space per 10 patrons 1 space per 10 staff members
p) Railway, Bus and Coach Stations	To be assessed individually

¹Gross floor area

Very few local authorities currently have mandatory standards for cycle parking, and those which do are those districts which for many years have had a high percentage of overall trips by bicycle. The standards set out above have been prepared on the basis of information supplied by the Cyclists Touring Club of Great Britain relating to local authorities which have a low percentage of overall trips by bicycle. Where a range of standards are shown, the upper end of the range relates to the standards required by local authorities which have a high percentage of overall trips by bicycle. It would be expected that this upper standard should be provided for towards the latter part of the plan period.

PPG13 indicates the importance of providing secure cycle parking facilities. Consequently it is considered that, until such time as the District Council adopts a particular range of equipment, cycle parking facilities should be drawn from the following range:

- a) Sheffield Type Cycle Parking Stands
- b) Mawrob
- c) Glasdon
- d) Grippa Secure Cycle Parking Racks
- e) Lokit Cycle Locker Systems
- f) Bicycle Mini Garages
- g) Velobox

or any other facilities or combinations as appropriate.

Appendix 2

CHILDREN'S PLAY SPACE STANDARDS FOR NEW FAMILY HOUSING

New residential development providing family housing¹ will be required to provide children's play space in accordance with the following standard. The detailed requirements associated with both categories of play space are set out in Table 1:

- (a) developments comprising 15 family dwellings or more will provide a local area for play (LAP) within a 100m walking distance of every family dwelling; and
- (b) developments comprising 50 family dwellings or more will also provide a local equipped area for play (LEAP) within a 400m walking distance of every family dwelling.

More than one LAP and/or LEAP will need to be provided should the maximum walking distance requirements not be achieved.²

TABLE 1: CHILDREN'S PLAY SPACE IN NEW HOUSING DEVELOPMENT	
Local Area for Play (LAP)	Local Equipped Area for Play (LEAP)
Size and Location:	
Within 100m walking distance of every family dwelling. 100m ² of play area with a minimum distance of 5 metres between the edge of the play area and ground floor windows of any property.	Within 400m walking distance of every family dwelling. 400m ² of play area with a minimum distance of 10 metres ³ between the edge of the play area and the boundary of any residential property.
Target users:	
Toddlers to 6 year olds. Should be accessible by children (and carers) with disabilities such as mobility and sensory problems and suitable for their use.	4 to 8 year olds. Should be accessible by children (and carers) with disabilities such as mobility and sensory problems and suitable for their use.
Site:	
Reasonably flat, well-drained with grass and/or hard surface.	Reasonably flat, well-drained with grass and/or hard surface.
Contents:	
Should be appropriate for low-key games such as tag, hopscotch, French cricket, or play with small toys. Play features should be designed to encourage use within target age group. Should have seating for carers. Where boundary to play area not secure, guard rail of appropriate design (600mm high) around site with offset entry/exit point where adjoining any area used by vehicular traffic. Display of 'No dogs' and target user age group sign.	At least 5 types of play equipment should be provided. Surfacing and equipment to comply with the relevant British standards. Should have seating for accompanying adults. Where boundary to play area not secure, guard rail of appropriate design (600mm high) around site with offset entry/exit point where adjoining any area used by vehicular traffic. Display of 'No dogs' and target user age group sign.
Amenity:	
Landscape features to enhance the development including tree planting and low level planting behind guard rail. Gable end or other exposed house walls should be protected from use for ball games by providing strip of dense planting.	Landscape features to enhance the development including tree planting and low level planting behind guard rail.

The siting of play space should evolve as part of the whole development process and should be designed as an integral part of the housing layout. The following factors will need to be considered:-

- (a) play space should be located to allow informal supervision from nearby houses or from well used pedestrian routes;

- (b) open, welcoming locations should be chosen, not backland sites with accesses along high-fenced narrow alleyways;
- (c) children should not need to cross major hazards such as main roads;
- (d) sites should be separated from areas of major vehicle movements and accessible directly from pedestrian routes;
- (e) where children will need to cross a minor road within the residential development to access a play space, traffic calming measures should be employed, such as a change in the road surface;
- (f) slopes too steep for building can provide one type of play experience, but are not suitable for most play equipment;
- (g) every effort should be made to avoid locating play space near high voltage electricity cables;
- (h) where both a LAP and a LEAP are provided as part of a housing development, there should remain a clear separation between them to allow for the two separate functions; and
- (i) to provide maximum separation from nearby residents, sites should be linked, as far as possible, with other open spaces, footpath systems and planting areas.

¹Family housing includes any property with two bedrooms or more.

²Unless it can be demonstrated to the contrary, a 'straight line distance' of 60 metres and 240 metres will be considered to represent a walking distance of 100 metres and 400 metres respectively and will be applied to new housing development requiring play space(s), to determine the frequency of LAP and/or LEAP provision. The front door to a property will be used to assess its distance from any play space.

³The 10 metres 'separation zone' can include roads, footways, communal parking areas, landscaping and other such features.