# Core Strategy Review

March 2022

Folkestone & Hythe District Council

# Foreword

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# Foreword

## Foreword

**I am pleased to introduce the Core Strategy Review, which provides the strategic policies to guide development in our district for the next 15 years and beyond.**

**The plan sets out policies for continued development at Folkestone seafront, Shorncliffe Garrison, New Romney and Sellindge, as well as introducing policies for the exciting new garden settlement at Otterpool.**

**The plan will ensure that the community's requirements are met for current and future generations and in particular, providing new homes for families and older people.**

**The plan includes policies to provide the right infrastructure at the right time, such as schools, open spaces for recreation and enhancements to the natural environment, as well as public transport services and road improvements.**

**I am enormously grateful to the residents, groups and organisations who have taken the time to provide comments during the public consultations that shaped the plan, and to participate at the public hearings. All comments were carefully considered by the council and all issues were examined in depth by independent planning inspectors, appointed by the Secretary of State, who found that the plan met all the necessary requirements.**

**I have great pleasure in commending this Core Strategy Review to you.**

**Councillor David Monk**

**Leader of the Council**

# Introduction

# 1 Introduction

## Policy Index

### Spatial Strategy

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- Policy SS2 'Housing and the Economy Growth Strategy'
- Policy SS3 'Place-Shaping and Sustainable Settlements Strategy'
- Policy SS4 'Priority Centres of Activity Strategy'
- Policy SS5 'District Infrastructure Planning'
- Policy SS6 'New Garden Settlement - Development Requirements'
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### Core Strategy Delivery

- Policy CSD1 'Balanced Neighbourhoods'
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- Policy CSD8 'New Romney Strategy'
- Policy CSD9 'Sellindge Strategy'

## 1.1 About the Core Strategy Review

### Role of the Core Strategy Review 2022

**1.1** Development in England is guided by national and local policy. At the local level the district's Local Plan documents direct change by forming the basis for deciding planning applications for development, and also through guiding public and private sector investment decisions.

**1.2** The Core Strategy Review is a long-term plan bringing together the aims and actions of the government, local councils, residents, businesses and voluntary groups, by managing development. It was adopted on 30 March 2022 and replaces the 2013 Core Strategy. [1]

### Role of the Places and Policies Local Plan

**1.3** The Places and Policies Local Plan (PPLP) allocates approximately 1,600 dwellings across many small- and medium-sized sites following the framework set by the 2013 Core Strategy (some of these sites now have planning permission). The PPLP also provides a new suite of development management polices and ensures that the council has sufficient allocations to meet development needs to 2030/31.

**1.4** However, local planning authorities are now required to review their plans at least once every five years and update them as necessary. The review of the 2013 Core Strategy has now been completed and this meets development requirements over a longer period to 2036/37. The development proposed in the PPLP has been taken into account in setting the development targets in the Core Strategy Review.

### Community Infrastructure Levy

**1.5** A Community Infrastructure Levy (CIL) Charging Schedule was adopted by the council on 20 July 2016 and CIL has been in operation from 1 August 2016. CIL provides financial contributions from development to support infrastructure based on a flat-rate fee per square metre of development. Proposals for a new garden settlement within the district will necessitate some amendments to the CIL Charging Schedule; this is explained further in Section 4.6: Strategic Allocations.

### Preparation of the Core Strategy Review

**1.6** Core Strategy Review proposals flow from evidence including technical research and the results of public participation. Information sources directly guiding the content of the Core Strategy Review include the following:

- **Views and ideas put forward by the public** - In response to consultations;
- **Evidence in the form of technical studies** - Including the Strategic Housing Market Assessment (SHMA) report and Growth Options Study, an assessment that identifies land in the district suitable for strategic level development.[2] Sustainability Appraisal and Habitats Regulations Assessment (Appropriate Assessment) also inform policy in an iterative way; and
- **National policy** - Updates of the National Planning Policy Framework (NPPF) have been published by Government, most recently in 2021. The NPPF must be taken into account by local planning authorities when they prepare their development plans. The government also publishes online Planning Practice Guidance (PPG), which is updated periodically.

**1.7** Other documents relevant to the production of the Core Strategy Review include:

- The Council's Corporate Plan; and
- The Statement of Community Involvement (SCI) 2015, and other district planning policy documents such as Authority Monitoring Reports.

1 The list of policies that have been replaced is set out in Appendix 4.
2 This is described in Section 4.6: Strategic Allocations.

**Timescale and Structure of the Document**

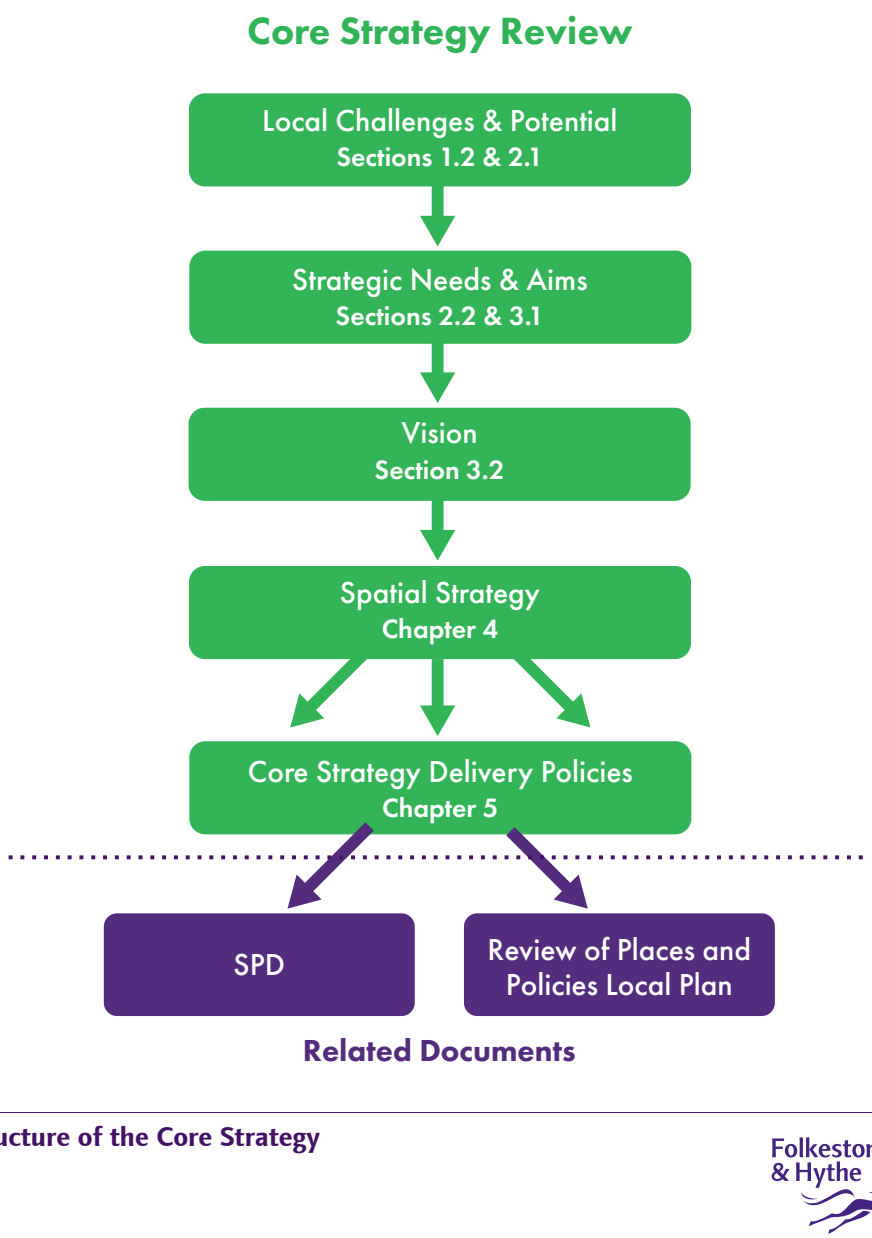
**1.8** The Core Strategy Review sets out a long-term vision for the district from 2019/20 to 2036/37. As the focus of many organisations is more immediate, the Core Strategy Review can guide their forward planning and lead the co-ordination of long-term development.

**1.9** The government has introduced a requirement for local planning authorities to review their plans at least once every five years to assess whether they need updating. Reviews should be completed no later than five years from the adoption of the plan, and should take into account changing circumstances affecting the area, or any relevant changes in national policy. Plans are likely to require an earlier review if local housing need is expected to change significantly in the near future[3]. The council will monitor the effectiveness of the plan through Authority Monitoring Reports and update the policies should circumstances or national policy change.

**1.10** As illustrated in Figure 1.1, the Core Strategy Review looks firstly at context, to identify key issues, needs and plan aims. After this, and a guiding vision, is the spatial strategy at the heart of the document. It then focuses on implementation and the core policies and areas of change necessary for delivery. Specific policies are included in the Spatial Strategy and Core Strategy Delivery sections (policies labelled 'SS' and 'CSD' respectively).

3 NPPF, paragraph 33

**Figure 1.1 Structure of the Core Strategy**




**1.11** A summary illustration of proposals is shown in the Key Diagram (Figure 4.1) in section 4.1. Other aspects are highlighted in coloured panels throughout the document as follows:

**Pink panels:** Fundamental issues for the Core Strategy Review brought together in four **Strategic Needs**.

**Grey panel:** The overall **Vision** for the district established in the Core Strategy Review.

**Purple panels:** Specific **Core Strategy Review policies**. These policies will be used to make decisions on planning applications alongside other relevant considerations, such as the National Planning Policy Framework and Planning Practice Guidance.

**Green panels:** References and data presented for further **information and guidance.**

**Structural Drivers of Change and Place Shaping**

**1.12** The Core Strategy Review will help guide the district through changing pressures. Some of these forces are readily apparent or widely recognised, be it for action to regenerate towns such as Folkestone, or for protection of countryside assets. Yet to plan for the long-term, consideration is needed of the context for development now and in the future.

**1.13** Environmental, social and economic change is occurring with increasing rapidity. Places and communities will continue to face pressures, much of which is driven by major structural shifts impacting widely on places and settlements in different localities and regions. Whether positive or negative, many of the trends have origins in major national and global transitions.

**1.14** The role of the Core Strategy Review is to formulate a consistent local response to these 'structural drivers' which provide a background to development.

**1.15** Due to the complex impact of these changes, an active strategy for the future of localities is required. These influences are related to specific features of the district in devising a forward-looking approach in Chapter 2 'Strategic Issues'.

**1.16** Planning is the leading mechanism to co-ordinate individual actions and investment in the local environment, economy and communities. This planning document addresses implications of change through a 'place-shaping' approach. It concentrates on specific settlements and localities to deliver place-shaping to meet the district's needs. The most resilient strategy to manage change is to draw from the district's own characteristics and unique potential.

**1.17** A guiding 'vision' for the future is set out in Chapter 3. The council is keen to work with partners to allow places to develop sustainably and form a stronger sense of place, and the district's development plans should be a key part of planning by local agencies.

**1.18** The Spatial Strategy (Chapter 4) provides a long-term, integrated approach to this end. It includes the major cross-cutting policies, strategic allocations, the key diagram and an overview of proposed features of change.

## 1.2 About Folkestone & Hythe

**1.19** This sub-section provides a descriptive 'portrait' of the places that make up the district, their heritage and continuing evolution. Chapter 2 analyses the associated strategic issues.

**1.20** Folkestone & Hythe is a coastal district in south eastern England and home to a diverse collection of towns, villages and environments. Chiefly rural in nature, the district is large and covers approximately 363 sq. km (140 sq. miles) stretching from the East Sussex border (near Rye) in the south west, across the low-lying Romney Marsh and through to Folkestone and the escarpment and the hills of the Kent Downs in the north. The settlements and districts of Ashford, Dover and Canterbury adjoin the district in eastern Kent. Folkestone is the primary town, accounting for just under half of the district's 111,200 population (2016 Mid-Year Population Estimates (Census based)).

**1.21** Although the district has some infrastructure constraints, it also benefits from some excellent infrastructure and transport connections, by road (M20), by rail (high speed, Eurostar and local lines) and by air (London Ashford Airport at Lydd), is home to the channel tunnel at Folkestone (junction 12a of the M20) and is just a short distance from the UK's busiest ferry port at Dover. The district is therefore well placed to capitalise on this outstanding infrastructure by providing opportunities for business growth and inward investment.

**1.22** The district has particularly contrasting rural landscapes and urban environments. Many parts have a varied and strong character, creating a whole that exhibits attractive countryside, a stunning coastline and a variety of towns and villages each with their own rich history. The district has also played a unique role in the nation's defence over centuries, including in the creation of the modern British army, which is reflected in a wealth of heritage assets.

**1.23** The district is an administrative area; regard should be had to its constituent elements that shape perceptions of the area. The Core Strategy Review identifies three district character areas as a tool to more clearly articulate strategic proposals:

- **The Urban Area** - The towns of Folkestone and Hythe form a continuous built-up area by virtue of the connecting coastal neighbourhoods of Sandgate and Seabrook, and this can be defined as the Urban Area. The urban area is bound by the sea to the south and escarpment to the north.

- **The North Downs Area** - The north of the district is predominantly but not exclusively protected for its landscape quality, part of a wider area known as the Kent Downs Area of Outstanding Natural Beauty (AONB). The North Downs area is centred on traditional villages such as Elham and Lyminge, and the large settlement of Hawkinge within the AONB. It includes a significant rural area near Hythe, encompassing the villages of Lympne and Sellindge which lies outside the national landscape designation, where the three character areas meet and includes the strategic infrastructure of the M20 motorway, junction 11, High Speed 1 rail and domestic services, including Westenhanger railway station. This area is bound by Ashford Borough to the west and the AONB, which wraps around to the north and east forming the Postling Vale, with the Hythe to Lympne escarpment to the south. This area extends almost to the district's eastern boundary with Dover, and west as far as Hythe.

- **The Romney Marsh Area** - South and east of the North Downs Area is the distinctive area of countryside commonly known as Romney Marsh. Within this lie New Romney and Lydd, other coastal communities, small inland villages and the Dungeness peninsula.

**Figure 1.2 The Three District Character Areas**

The Three District Character Areas

**1.24** The Urban, North Downs and Romney Marsh Areas are used to reflect the diverse nature the district; for clarity their extent is organised around ward boundaries as shown in Figure 1.2 above. The attributes of these areas are now considered.

### The Urban Area

**1.25** Folkestone, in the east, is the district's main town with a population of approximately 46,500. International trade, quarrying, farming, military activity, fishing (and smuggling) underpinned the local economy for many centuries, until the coming of the railway in the 1840s led to new prosperity for Folkestone as a highly fashionable sea-bathing resort. Especially in its inner western and coastline area (West End), the town retains much of its Victorian and Edwardian splendour including hotels and the mile-long Leas Promenade. However, many buildings have been lost as a result of the two World Wars and postwar redevelopment, and issues remain with the impact of sub-divided dwellings and the management and maintenance of some privately-owned housing. Communities in inner and northern Folkestone now form some of the most deprived in Kent.

**Picture 1.1 Images of Folkestone**

**1.26** The town's location as a key coastal 'gateway' has meant that in times of international conflict it often had a high profile. Since its Victorian heyday, and particularly in the post-war twentieth century, its prominence gradually declined. Changes in the national economy hit the town's maritime and tourism industries, leading to an almost complete dissociation between local life, commerce and the sea.

**1.27** Folkestone retains its advantageous position as a gateway to Europe through the investment in significant infrastructure. The Channel Tunnel Terminus at Cheriton allows direct rail-based connections from London and the rest of the country to continental Europe. The nearby Shearway Business Park lies at the end of the M20, and is a key part of Folkestone's varied stock of offices and industry, with further expansion to the west shortly to commence. There is a significant concentration of business activity in Folkestone, with out-of-centre employment areas, in the most part located close to the M20. The largest single private sector employer in the district is the financial, insurance and travel services specialist Saga, based in and around Folkestone and at Sandgate and Cheriton. However the town has seen growth in a number of other businesses, particularly within the media and digital sectors, located around the Creative Quarter.

**1.28** In central Folkestone developments include the Lower Leas Coastal Park and Bouverie Place Shopping Centre, with significant investment in recent years transforming the Old High Street, Tontine Street and harbour area into a cultural and leisure hub. Further investment within the town centre, including the provision of a multi-floor Urban Sports Park, and the redevelopment of Folkestone Seafront over the coming years, will raise the profile of the town as a place to live, work and visit. The Folkestone Triennial, a major artistic and cultural event has raised the town's profile and contributes to its regeneration and evolution, attracting hundreds of thousands of additional visitors every three years.

**1.29** The provision of High Speed Rail services to Folkestone in 2009 opened up significant new opportunities for the town that can be further exploited over the coming years, particularly with investment in digital technologies allowing a more decentralised approach to work. In the mid-nineteenth century the town and its hinterland benefited from the railways, and there are now opportunities to benefit further.

**1.30** Within a short period of time, since the adoption of the 2013 Core Strategy, Folkestone has seen significant change. Core Strategy Review policies SS10 and SS11 set out the policy requirements for the delivery of Folkestone Seafront and Shorncliffe Garrison, both of which now have planning permission, with Shorncliffe Garrison now contributing significantly to the housing needs of the district.

**Table 1.1 Folkestone**

| Strengths | Weaknesses |
|---|---|
| *Excellent road and rail links to London and the Continent* | *Areas of socio-economic deprivation in the centre and east* |
| *Close proximity to coast and attractive countryside* | *Some problems of crime and anti-social behaviour* |
| *Resurgent Old Town (Creative Quarter)* | *Poor-quality private housing in some parts of the town* |
| *Rich heritage and significant cultural, leisure and sports offer* | *Limited opportunities for large scale expansion and development* |
| | *Ageing commercial and retail stock* |

| Strengths | Weaknesses |
|---|---|
| *Highly performing grammar schools and improving education provision*<br><br>*Some popular and accessible neighbourhoods* | *Limited evening economy and need to diversify and improve the town centre*<br><br>*Some infrastructure constraints* |

**1.31** The district's second settlement is Hythe, an attractive coastal town with a population of 14,516. The town has proved resilient over history and grown generally prosperous despite changes in its commercial function. It is situated behind a long stretch of beach, between Folkestone to the east, and Romney Marsh to the west.

**Picture 1.2 Images of Hythe**

**1.32** The town spreads up the hillside in a pleasing array of streets, forming a distinctive high quality townscape, containing many interesting medieval and Georgian buildings as well as a prominent medieval church on the hill. In and around the town, military heritage includes the prominent Napoleonic Royal Military Canal, rural castles and Martello Towers along the coastline. The linear High Street is narrow but popular, with small-scale buildings running along the medieval east–west axis, hosting local shops. North–south interconnecting passages lead to the former harbour area south of the High Street and up the hillside to the north.

**1.33** The town centre and seafront form the basis of the town's physical appeal - alongside some desirable residential neighbourhoods to the east, north and on the coastline - with some of the highest house prices in the district. Hythe nevertheless also includes certain areas hosting essential functions, for example productive small industry, and military and despoilt land. Much of this is now concentrated in the western part of the town, which is the focus of the main postwar developments, and a 'pocket' of relative deprivation.

**1.34** Hythe has a large proportion of single-person households, with over half its residents being of retirement age. The town benefits from strong local communities with high civic interest and social activity. This provides a positive resource to strengthen the town's identity and character further, and enhance its historic environment.

**Table 1.2 Hythe**

| Strengths | Weaknesses |
|---|---|
| *A well-liked historic town centre with a range of small retailers*<br><br>*Attractive canal-side, coastal and countryside location, all within easy walking distance throughout the town*<br><br>*Strong communities and existing sense of identity*<br><br>*Rich military heritage* | *Few major employers and a local workforce increasingly limited in scale*<br><br>*Limited development opportunities for new strategic development*<br><br>*Lack of connections to the strategic road and national rail network*<br><br>*Lack of affordable housing*<br><br>*Pockets of deprivation in West Hythe* |

**Romney Marsh Area**

**1.35** Romney Marsh is a unique environment reclaimed from the sea over many centuries. The wide expanses of rich agricultural land are crossed by a network of drainage channels and native hedgerows, with parts punctuated by small pockets of wooded scrub. The Marsh contains two small towns, some coastal resorts expanded by postwar development, and a scattering of small inland villages. The A259 and the Romney, Hythe and Dymchurch Railway follow the coast south from the Urban Area through several Marsh settlements, with the A2070/A259 national route and Ashford branch-line railway to the west with a stop within the district at Appledore.

**Picture 1.3 Rural Images of the Romney Marsh Area**

**1.36** New Romney is a market town at the heart of the Romney Marsh. It lies approximately half way (14km or around 9 miles) between Hythe and the Sussex town of Rye. Like Hythe, New Romney is one of the Cinque Ports and, while originally a harbour town at the mouth of the River Rother, the historic centre no longer lies on the coast. The impressive Norman church of St Nicholas once stood on the harbour side. New Romney's linear High Street also has several notable buildings, and still forms the main A259 coastal route.

**1.37** The town serves the daily needs of the local communities and surrounding villages, for example with the only secondary school in the south of the district, the Marsh Academy, as well as a supermarket and a range of services and facilities on the vibrant high street. In addition, the Mountfield Road Industrial Estate in New Romney is the main industrial site for Romney Marsh, with significant opportunity for expansion to serve a more strategic role within the area. The built form of the settlement now extends out towards a coastal strip of modern communities at Littlestone and Greatstone-on-Sea.

**1.38** The special environment and habitats of Dungeness are a prominent part of Romney Marsh. Its famous landscape includes the light railway terminus, lighthouses and nuclear power stations (which have been a key Romney Marsh employer), and the popular visitor attraction of the RSPB Dungeness Nature Reserve.

**1.39** The settlement of Lydd is a small town with a rich heritage: All Saints Church, for instance, has been described as the 'Cathedral of the Marsh'. The airport north of the town, London Ashford Airport, is well-established and has attracted significant investment proposals, with planning permission in place for the extension of the runway and expansion of terminal services.

**Picture 1.4 Coastal Images of the Romney Marsh**

**1.40** Dymchurch and St Mary's Bay lie on the coast and are popular visitor destinations in summer with extensive holiday parks and attractive sandy beaches.

**1.41** The rural hinterland of Romney Marsh is home to a number of small villages and hamlets including Brenzett, Brookland, Burmarsh, Ivychurch and Newchurch. The area is strongly agricultural in character, with limited accessibility off the coastal route as attractive rural lanes follow the paths of old saltmarsh creeks.

**1.42** The attractive towers and spires of churches dotted across Romney Marsh form historic landmarks within the landscape, with Little Cheyne Court windfarm making a dramatic addition to the area's skyline. With jobs at Dungeness Nuclear Power Stations in decline, there are very few large employers but some tourism enterprises are growing, benefiting from the area's distinctive character.

**Table 1.3 Romney Marsh**

| Strengths | Weaknesses |
|---|---|
| *Unique natural environments, such as Dungeness, and the wildlife they support*<br><br>*Coastal resorts which remain popular in season, especially for beaches and watersports*<br><br>*Strong historic ties and sense of self-identity*<br><br>*Appealing traditional inland settlements and distinctive landscape*<br><br>*Importance for agricultural production*<br><br>*Nuclear industry, including knowledge and expertise*<br><br>*New Romney as a hub town for the Romney Marsh Area has employment and housing growth opportunities* | *Lack of affordable housing*<br><br>*Rural deprivation in some towns and villages*<br><br>*A dispersed population, with poor access to centres of employment and services*<br><br>*Many settlements have few existing facilities or are very small, particularly of concern is access to health facilities*<br><br>*Concerns over impact and effectiveness of the A259 route that forms a key link for and through coastal communities and limited access to rail services*<br><br>*Limited large scale employment opportunities (seen as a peripheral location for investors)*<br><br>*Severity of potential tidal and fluvial flood risk, were defences to be overwhelmed*<br><br>*Recreational impact on sensitive ecological areas* |

**North Downs Area**

**1.43** The North Downs is characterised by its rolling topography, steep escarpments and attractive valleys covered by a mix of woodland and open areas of plateau farmland. The significant aesthetic and ecological value of this area is recognised in that much of it falls within the Kent Downs Area of Outstanding Natural Beauty (AONB). The chalk aquifer of the North Downs also provides valuable water resources for the area. Road and bus routes provide links northwards towards Canterbury (including on the A260 or the Roman Stone Street), with the strategic corridor formed of the M20, A20 and domestic and international rail services cutting through the areas west to east, to the south of the Kent Downs AONB.

**Picture 1.5 Images of the North Downs**

**1.44** From the 1990s onwards Hawkinge was a focus of major housing growth in the district, on high ground within the AONB. It has grown significantly from a small village with a historic Battle of Britain airfield into a rapidly expanded settlement, becoming a town in 2011. It is now by far the largest settlement in the North Downs Area, providing a vibrant community centre, two primary schools and local facilities within the High Street and towards the west of the town, where a supermarket and pub are located, as well as a local centre

and care home. New employment opportunities are to be provided within this area, together with a retirement village that is currently under construction. Due to the close proximity to Folkestone, Hawkinge has provided housing growth to support the town, with Folkestone providing the majority of employment, secondary education and other service needs to support the town.

**1.45** Most of the North Downs villages within the AONB are relatively prosperous including the attractive, traditional villages of Elham, Lyminge and the dispersed community of Stelling Minnis. These larger settlements play an important role to rural residents in providing commercial services and some public facilities. Around these villages lie several small hamlets that are relatively inaccessible, but are integral to the appeal of the Downs area and community life. The attractive environment, housing stock and presence of surrounding towns and major transport connections have resulted in some of the highest house prices in East Kent.

**1.46** The south west of this area is outside the AONB and is bisected by major transport infrastructure, which has severed communities such as Stanford. These new routes have partly superseded the former main coastal route from London, the Ashford Road (A20), but the historic coaching route's legacy is evident with ribbons of development, creating other linear or fragmented communities, most notably within Sellindge parish. This part of the district is popular for its villages, access to services and employment opportunities, being close to the M20 junction 11 and railway stations.

**1.47** The area is rich in history and places to visit, including castles at Westenhanger and Lympne and the Port Lympne Reserve, which has diversified in recent years to provide popular holiday experiences and accommodation. Hythe provides the nearest town centre to this part of the North Downs, with rail, strategic road and bus connections to both Folkestone and Ashford, with more limited connectivity to Canterbury. As such there are limited facilities within the character area itself, with reliance on nearby towns for most day-to-day facilities, services, leisure and employment.

**Table 1.4 North Downs Area**

| Strengths | Weaknesses |
|---|---|
| *Positive image and environment of Area of Outstanding Natural Beauty, and attractive rural villages*<br><br>*Active village communities*<br><br>*Reasonable rural transport links to range of urban centres, including within the district and to Canterbury, Ashford and Dover*<br><br>*Villages with a reasonable level of facilities such as popular local primary schools and healthcare*<br><br>*Significant strategic infrastructure in place with opportunity for enhancement*<br><br>*Close proximity to Euro-tunnel terminus* | *Lack of affordable housing*<br><br>*Some localities impacted by the presence of nearby urban environment and infrastructure routes*<br><br>*Limited opportunities for development within existing villages within the AONB without harming character*<br><br>*Lack of services within communities and character area to meet day-to-day needs.*<br><br>*Limited employment opportunities within villages*<br><br>*Lack of High Speed 1 connection to London at Westenhanger* |

**1.48** The descriptions of these three character areas - the Urban, Romney Marsh and North Downs Areas - suggest that while accessibility varies, many places are attractive or include strong communities and there are significant strengths that can be built on and weaknesses that can be remedied. Nevertheless, there are recurrent themes in relation to deprivation, especially access to decent housing and jobs. However opportunities exist to capitalise on the strategic benefits of the district, in particular with regards to its location, its high quality coast and countryside character and rail and road infrastructure.

# Strategic Issues

# 2 Strategic Issues

This section establishes the major issues and development requirements for the Core Strategy Review to address.

## 2.1 District Development Challenges and Potential

**2.1** This sub-section looks at the district's place in Kent and South East England, its connections and main defining features. To start, an outline is provided of the pressures facing the county and east Kent, and the growth being planned for the area.

**County-wide Context**

**2.2** Strategically, Kent is the country's main international gateway to continental Europe, with important connections to London, and the county makes a major contribution to the United Kingdom's economy.

**2.3** The population of Kent and Medway continues to grow. Migration is the main factor in this growth, accounting for 72 per cent of the county's population growth from 2007-2016. The majority of people came from London; a total of 29,200 people in 2016. In contrast, 13,400 people moved to London, resulting in a net gain of 15,800 people moving from London into Kent and Medway.

**2.4** In recent years, to meet this population growth, Kent has delivered some of the highest rates of housing in the country (for example, over 15,000 new homes were built between 2015-2017) and so has made a significant contribution to the government's housing plans.

**2.5** Looking to the future, an additional 178,600 homes are planned across the county to 2031. This growth is a major challenge and, despite high levels of house-building in recent years, development is currently lagging behind the 8,900 homes a year that the county needs. As well as providing new homes, the county also needs to attract investment and create new jobs to make thriving places; Kent County Council's Growth and Infrastructure Framework (2018) calculates that 170,300 new jobs will be required to 2031 to keep pace with housing growth.

**2.6** Currently much of the county's housing growth is focused in north and east Kent; key growth areas include Ebbsfleet, Sittingbourne, urban extensions to Ashford and at South Canterbury, Sturry, Thanington and Herne Bay, among other areas.

**East Kent Context**

**2.7** The population of east Kent has grown significantly over recent years, outpacing that of the rest of the county and the south east of England. This has mainly been driven by migration; as outlined above, this has been particularly from London, as well as from other parts of Kent. The working age population has also grown, attracted in part by Canterbury (a university city) and Ashford (with new developments of family homes), although in Folkestone & Hythe and Dover districts the proportion of older people is increasing.

**2.8** Economically, east Kent supports a range of businesses and higher value sectors have performed strongly. There is a real diversity of successful business sectors in east Kent including:

- Higher education (Canterbury);
- Pharmaceuticals (Dover);
- Creative, media and nuclear energy (Folkestone & Hythe);
- Creative and agri-tech (Thanet); and
- Advanced manufacturing (Ashford and Thanet).

The South East Local Enterprise Partnership has supported the area's economy and has helped to secure a successful Enterprise Zone at Sandwich, the Discovery Park. Given east Kent's attractive countryside and coast, tourism is also important to the area's economy and employs around 32,500 people directly and indirectly.

**2.9** East Kent has seen improvements in education over recent years, with reductions in the proportion of people with no qualifications. East Kent is now of national significance with regard to higher education, with the University of Kent, Canterbury Christ Church University and the University of the Creative Arts. Further education facilities also include Ashford College and the merging of Canterbury College with East Kent College, which has campuses at Dover, Folkestone and Broadstairs.

**2.10** As outlined, Kent is the main international gateway to continental Europe and east Kent is key to this role, with the Channel Tunnel, the ports of Dover and Ramsgate and the M20/A20 and M2/A2 road links all within the area.

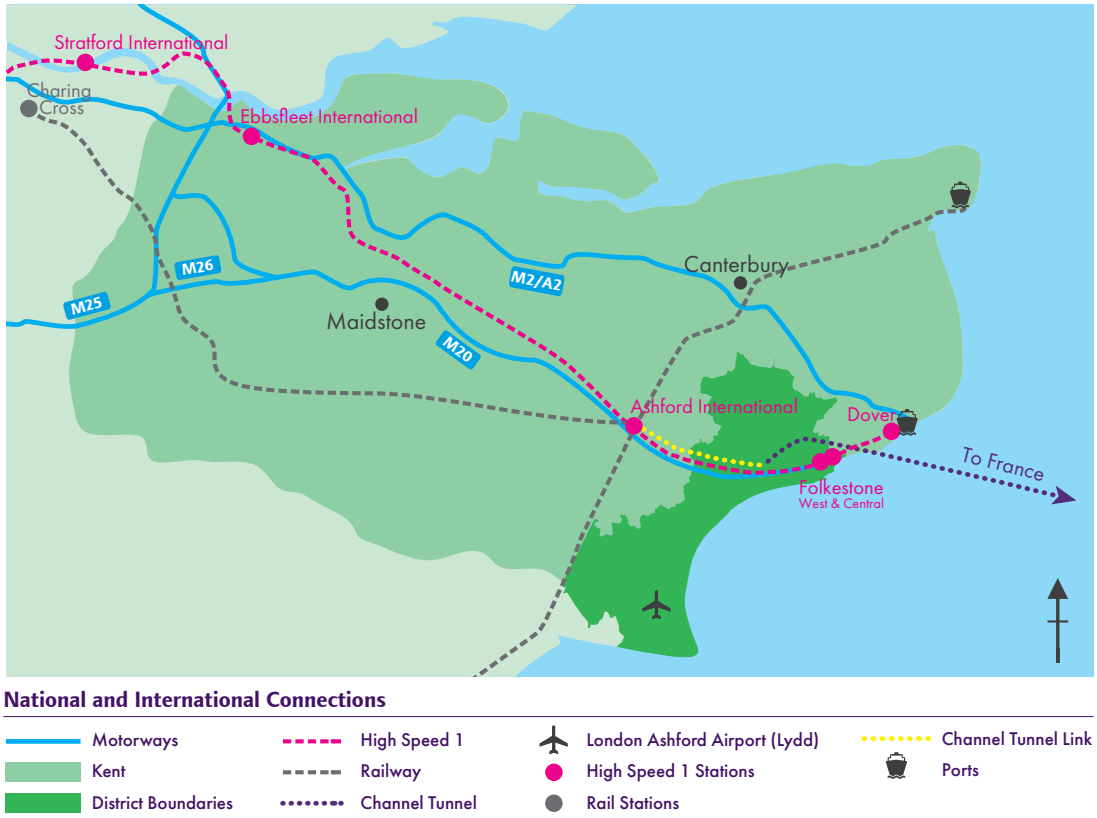
**2.11** There are significant constraints to growth however. East Kent benefits from varied and important landscapes, such as the Kent Downs Area of Outstanding Natural Beauty, and has internationally significant wildlife sites, such as those located along the coastline from Dungeness to Whitstable. The Environment Agency classifies the whole of South East England as being under "serious" water stress, and new development needs to meet high standards of water efficiency. Infrastructure upgrades are also needed; a major issue is 'Operation Stack' on the M20 which requires a long-term solution. East Kent also has pockets of high deprivation, particularly in Dover, Folkestone and Thanet.

**2.12** Clearly Folkestone & Hythe district sits within an area of significant potential and significant constraints. All the east Kent authorities are seeking to address these challenges through proposals for major sustainable growth and the district must also play its part; the Core Strategy Review should be considered within this wider context. The sections below provide more specific background for Folkestone & Hythe District.

**Transport Links**

**2.13** Following major investment in transport networks, Follkestone & Hythe District is in a gateway location between the United Kingdom and mainland Europe, with access to the continent through the Channel Tunnel. In addition, the neighbouring port at Dover (one of the world’s busiest ports) and London Ashford Airport at Lydd offer further international connections, as does the Eurostar Terminal at Ashford.

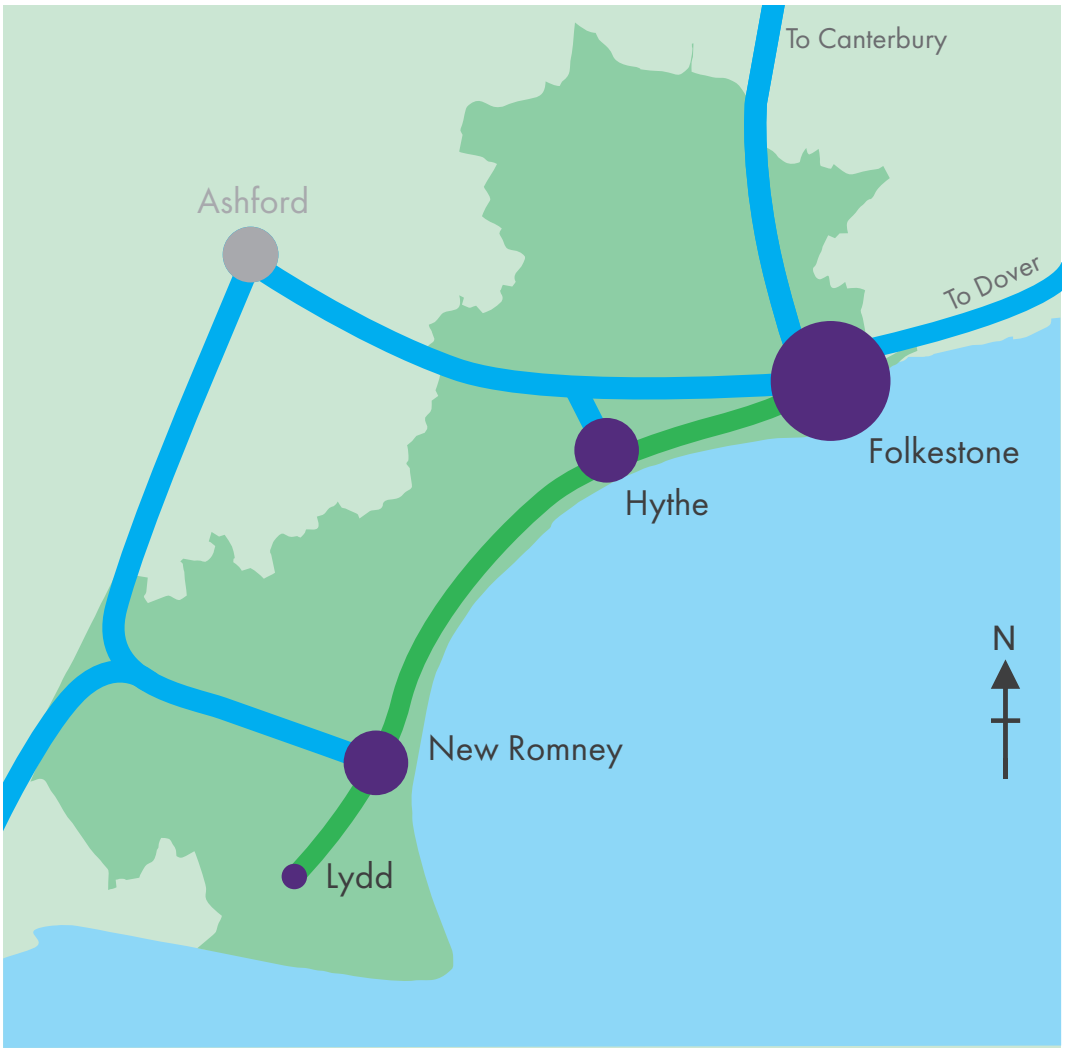
**Figure 2.1 National and International Connections**




**2.14** Figure 2.1 shows that the district is well-connected to the national trunk road network via the M20. The High Speed 1 rail service to St Pancras has meant that Folkestone is now less than an hour away from Central London. These improvements have benefits elsewhere in Kent, most notably at Ebbsfleet and Ashford, along with the city of Canterbury; nevertheless the district is the best connected coastal district in East Kent, with significant opportunity to extend the benefits that High Speed rail has brought to Folkestone to other locations, through the provision of high speed services from Westenhanger.

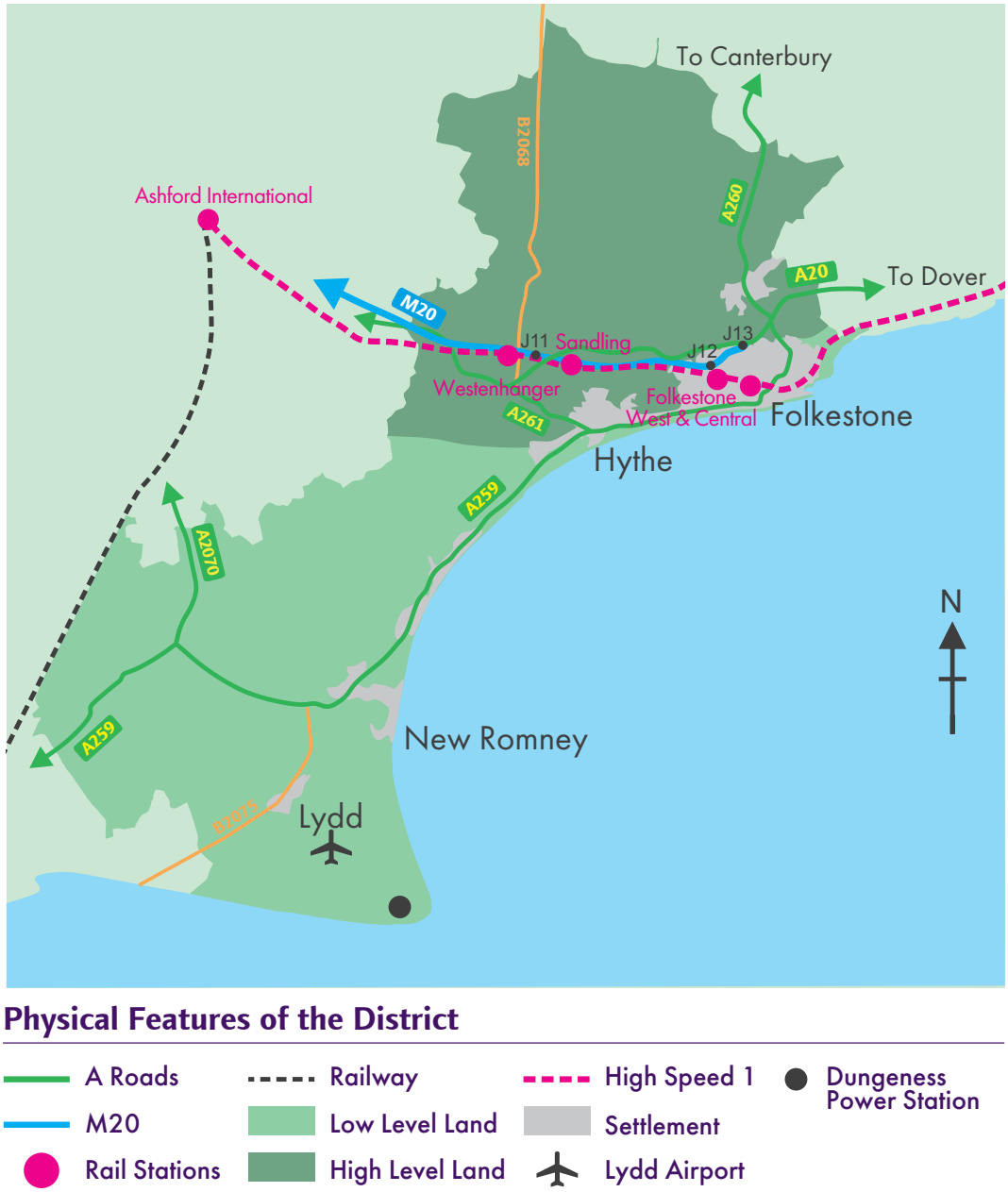
**2.15** With these improved communications, functional connections with settlements outside but close to the district can be as important as the relationships between places within it. This is clearly evident between the towns of Folkestone and Dover, only 15 km (10 miles) apart; a close relationship that is recognised in the Strategic Housing Market Assessment (PBA, 2017). Likewise some of the district's northern villages may have more functional links with Canterbury than Folkestone/Hythe, and Ashford influences places in the west of the district. Nevertheless, the district is relatively self-contained for many purposes, with a clear axis of movement along the coast between the main towns, as shown in Figure 2.2 below.

**Figure 2.2 The Towns and Main Links in the District**




**2.16** The east–west mainline rail route, along with the M20/A20, forms a central transport corridor within the district. Folkestone is now very well served by rail and road links to the capital and growing towns in Kent. As shown in Figure 2.3 below, other main road and bus links out of the towns include the A259 coastal route through a series of settlements towards Sussex, and roads northwards to Canterbury. The B2068 Stone Street to Canterbury, for example, is an important route north from the centre of the district and will assume greater importance in light of proposals for a new garden settlement in the North Downs Area.

**Figure 2.3 Physical Features of the District**



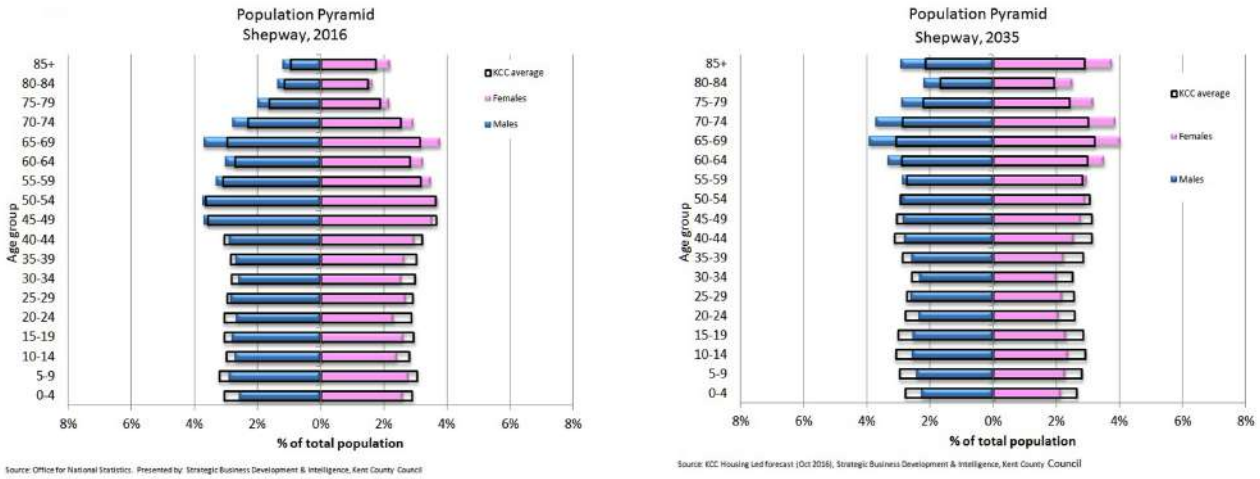

**2.17** The main towns provide employment and higher-level services for the vast majority (but not all) of the district's villages. Rural areas in the north and south of the district are less well connected, and the population is often dependent on cars (or buses in some instances) for longer journeys to Ashford, Canterbury and Folkestone.

**Population and Health**

**2.18** The district's population has increased by 15.4 per cent in the last fifteen years according to the mid-2016 population estimates. This rate of growth outpaces both the national and county averages[1]. Over this period natural change in the population has broadly balanced out and growth can be mainly attributed to domestic migration, particularly from London as well as other parts of the country, although international migration is also positive.

**2.19** Population growth is expected to lead to a very significant ageing of the population over the course of the plan period to 2036/37 as illustrated in population pyramid in Figure 2.4 [2], unless this trend can be reversed. This means that the population is growing fastest for people aged 45-65, whereas the proportion of residents aged 20-44 has shrunk over the last 20 years; this could be attributed to the 'university effect' (young people moving away from the district to take up opportunities in further education), as well as the general shift of 'baby boomers' through the population pyramid. The proportion of the district's residents aged under 19, or over 70, has remained broadly consistent over the last 20 years.

**Figure 2.4 Current and Future Projected Age Groups of the District's Population**




**2.20** The ageing population has implications for the district's health and care requirements. The health of the district's population is similar to the England average. It can be seen from Table 2.1[3] that since 2010 the life expectancy of the district's residents has increased. Positively, it also shows that the difference in life expectancy between the least- and most-deprived residents is narrowing; however the most-deprived fifth of males are expected at birth to live approximately six-and-a-half years less than those in the top fifth. The anticipated ageing of the population highlights the need to enhance employment opportunities and leisure, cultural and entertainment facilities to keep young people in the district.

**Table 2.1 Life Expectancy in Folkestone & Hythe District**

| | Life Expectancy | | Gap between least and most deprived quintiles | |
|---|---|---|---|---|
| | **2010** | **2017** | **2010** | **2017** |
| **Male** | 78.2 years | 79.2 years | 10.1 years | 6.7 years |
| **Female** | 82.5 years | 83.2 years | 5.8 years | 3.5 years |

1 KCC (2017) Time series of Mid-Year Population Estimates 1996-2016, Business Intelligence, Research & Evaluation
2 KCC (2016)
3 NHS (2017) Health Profile

**2.21** Disparities also emerge with the district's geography and neighbourhoods. The district includes some places where the community is particularly active, and others where there is significantly less sense of community. One way of considering this is through the concept of 'social capital' which describes the formation of networks and trust between people, often based on them sharing similar objectives.

**2.22** Examination of the concept by Kent County Council[4] suggests that the district has both the lowest social capital (Folkestone Central) and the highest social capital (some of the most rural wards) of all neighbourhoods in Kent, based on data perceptions of trust, social inclusion and collective action. Strong social networks may help foster a sense of security in communities. Social capital is not necessarily always positive, but it emphasises the diverse nature of the district's communities as well as its geography.

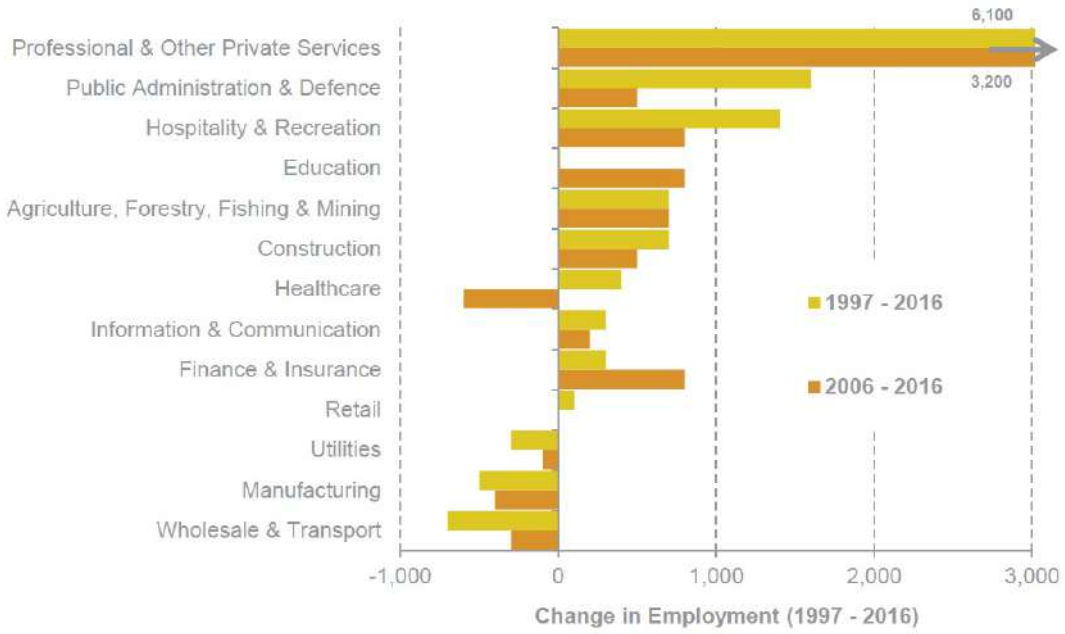
**2.23** The challenge in addressing social capital is to use social resources in a way that all places and people can share in. Increasingly interactions are of a digital nature, and ensuring high quality connectivity for all residents is an essential requirement in improving social capital.

**Economy and Education**

**2.24** Between 1997 and 2016 the growth in employment in the district was higher than the growth recorded in Kent, the South East and the United Kingdom. The number of jobs in the district has grown by 13 per cent over the period 2006 to 2016, higher than the overall growth in Kent (8 per cent), the South East (8 per cent) and the UK (8 per cent) during this period[5].

**2.25** District-wide, the single greatest concentration of jobs is in the 'professional and other private services' sector, as shown in Figure 2.5 below. However, primary and secondary industries remain very important to many communities away from the main urban area.

**Figure 2.5 Jobs by Sector in Folkestone & Hythe District**




**2.26** Moreover, it can be seen in Figure 2.5[6] that employment growth in the district between 1997 and 2016 was driven by professional and other private services, public administration and defence, hospitality and recreation and education. The district has experienced a stronger growth in finance and insurance over the period 2006 to 2016, as well as losses of employment in healthcare over this period contrasting with gains between 1997 and 2016. At the same time, employment losses were recorded in wholesale and transport,

4 KCC (2009) Social Capital: What Is It and Can It Be Measured?
5 Lichfields (2017) Employment Land Review
6 Lichfields (2017) Employment Land Review

manufacturing and utilities. Around 67 per cent of the employment growth registered in the professional and other private services sector during this period related to the administrative and supportive services sub-sector which provides valuable employment but low wages.

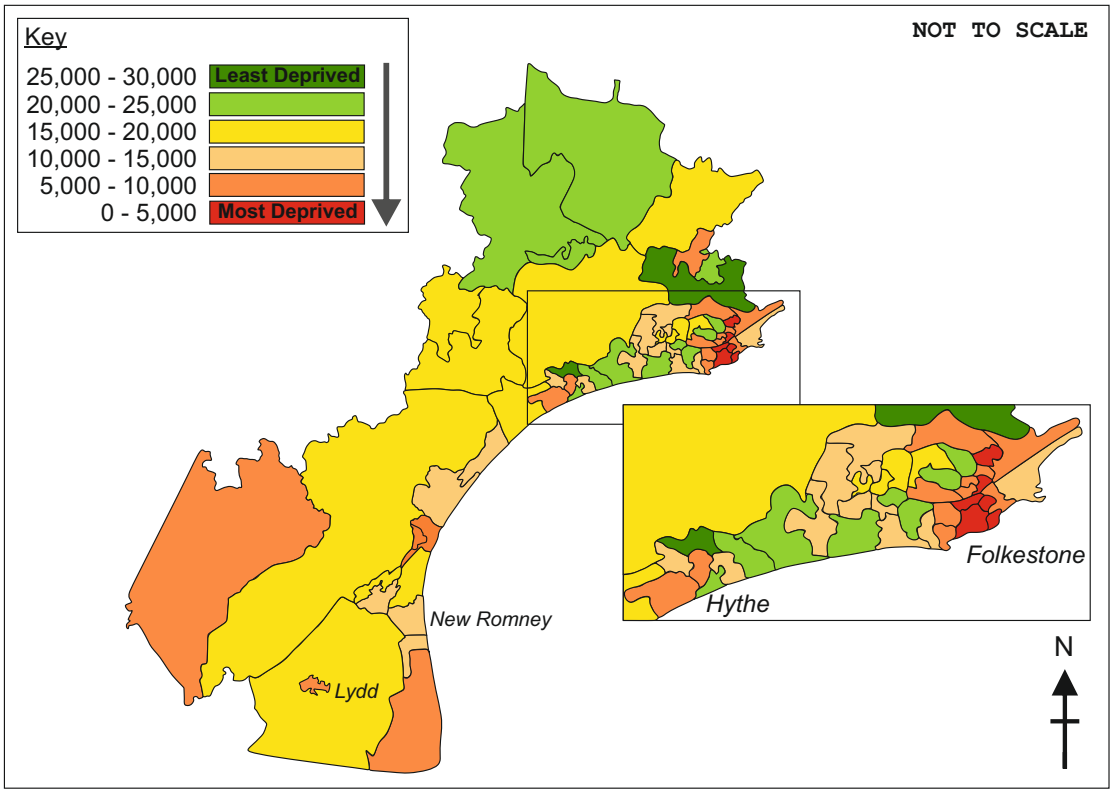
**Table 2.2 Labour Market Attributes**

| | Folkestone & Hythe District | Kent | South East England |
|---|---|---|---|
| Jobseeker's Allowance claimants (November 2016) | **1.6%** | 1.1% | 0.7% |
| Gross Weekly Earnings (2016) district by residence | **£490.60** | £553.30 | £582.00 |

**2.27** Table 2.2[(7)] shows earnings are below county and regional levels. Unemployment is relatively high (above national averages) and the district has pockets of extensive unemployment.

**2.28** The district has severe areas of deprivation compared with much of South East England, and is ranked as the third most deprived of the 13 council areas in Kent (IMD 2015).

**Figure 2.6 Indices of Multiple Deprivation in Folkestone & Hythe District**




**2.29** Figure 2.6 shows several parts of the district where socio-economic disadvantage (red/orange coloured areas) has been a long-standing problem. The largest cluster of deprivation (communities in the top third nationally – ranking 10,000 or below) is found in inner/northern Folkestone. The inset shows deprivation can often be found very close to affluent areas.

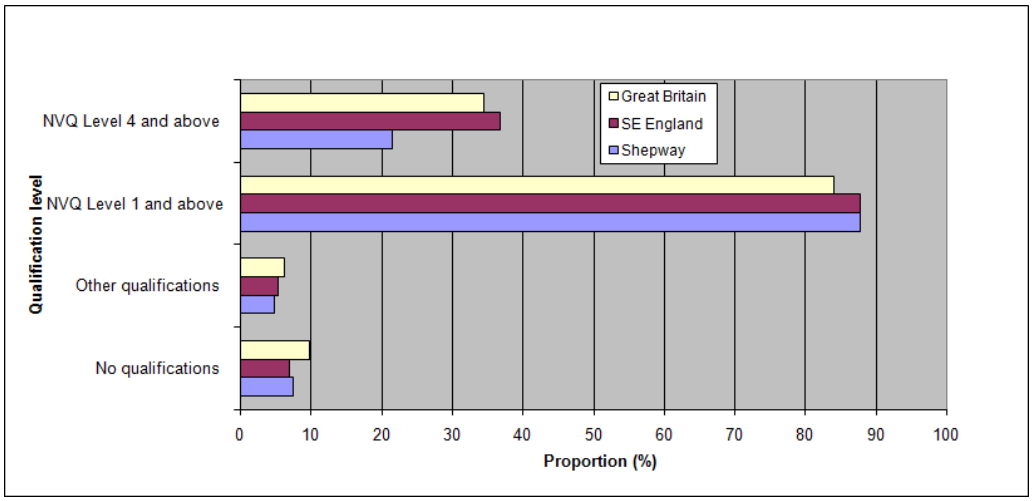
7 Office for National Statistics (2016) Nomis - Official Labour Market Statistics

**2.30** The picture is also complex in rural areas. Many villages in the northern part of the district are less deprived (Elham and Stelling Minnis is the only ward to be shown as "least deprived" in Figure 2.6). In the south west of the district, concentrations of rural deprivation are found in and around Lydd and small villages such as Brenzett.

**2.31** In line with the issues highlighted in Figure 2.6 for the south of the district, a national study[8] confirmed economic problems in St Mary's Bay/Dymchurch. This indicates that high multiple deprivation may primarily relate to worsening access to services and jobs, the local demographic make-up or isolation.

**2.32** With continuing deprivation, poor skills attainment is of concern in several parts of the district.

**Figure 2.7 Qualifications Held by the District's Residents (2012)**




**2.33** Figure 2.7[9] illustrates that most residents hold qualifications, but there are fewer people with higher-level qualifications than average. In particular, the district has a lower proportion of people holding NVQ4 level qualifications (degree equivalent) and above than in the region or Great Britain as a whole; this may reflect the 'drain' in population as residents go elsewhere to study or for jobs that require higher level qualifications.

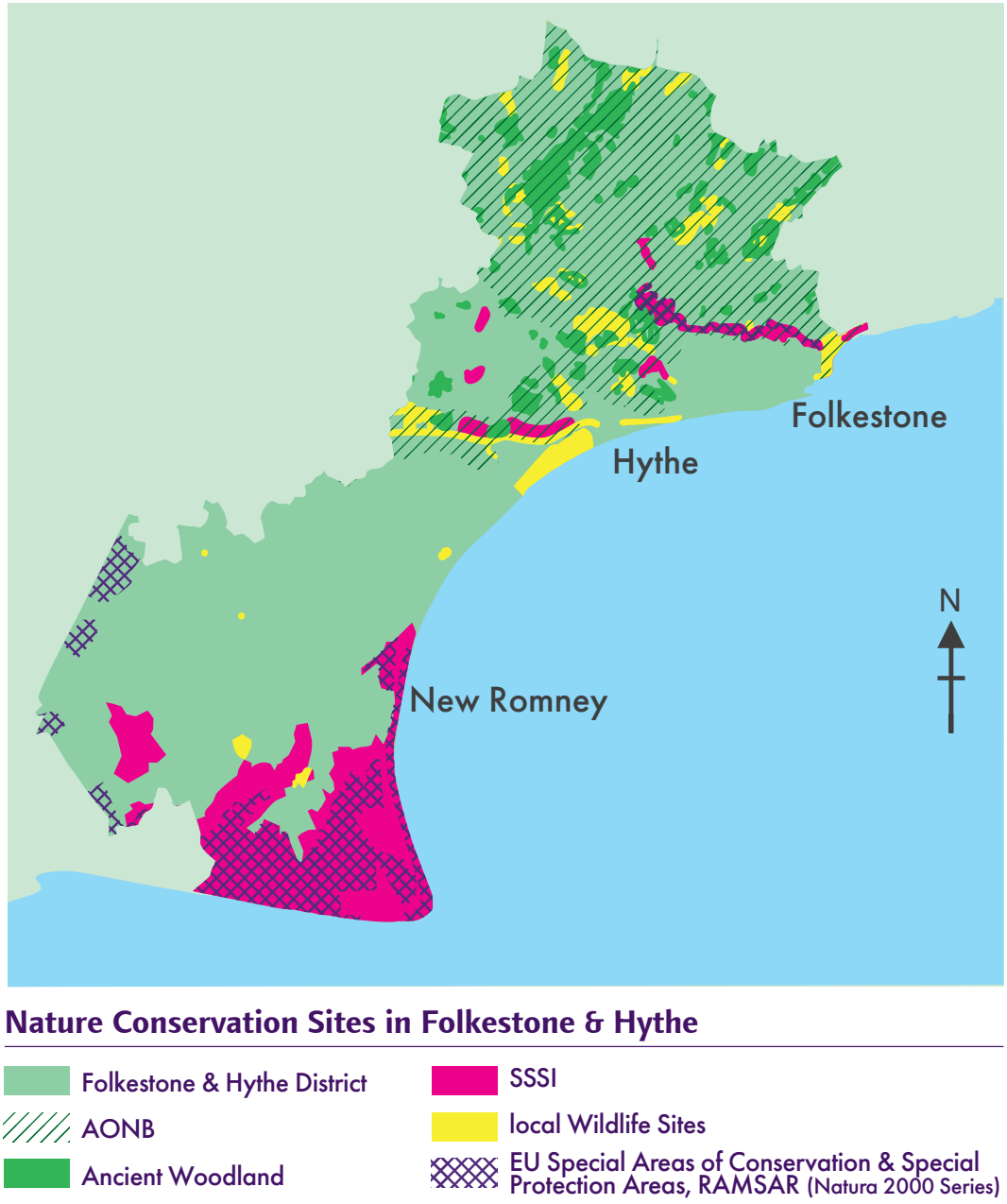
**2.34** Further and higher education provision has changed within the district and the sector as a whole, with an increasing focus on skills and vocational qualifications. While there are no higher education institutions within the district, both the University of Kent and Canterbury Christchurch University are nearby. With employment growth within key identified sectors a priority - together with significant investment in regeneration and housing and enhanced connectivity (both physical and digital) - there is opportunity to address the net outflow of young adults. What is needed is a well-connected urban and rural environment, with social, cultural and entertainment facilities, that is attractive as a place for young people to live and work in.

**Environment and Natural Assets**

**2.35** The district features environments of great geodiversity and biodiversity. The largest single environmental designation is the Area of Outstanding Natural Beauty (AONB). The Romney Marsh landscape is also highly notable, especially Dungeness, which is cherished for its shingle landscape and special habitats.

8 DCLG (2011) England's Smaller Seaside Towns: A Benchmarking Study
9 Office for National Statistics (2012) Annual Population Survey

**Figure 2.8 Nature Conservation Sites in Folkestone & Hythe District**




**2.36** Figure 2.8[10] shows internationally designated habitats, other areas of land with an international designation for scientific interest and ancient woodlands. These cover large areas on the southern edge of the district, and several smaller sites in the north. Figure 2.8 also shows local wildlife sites, designated for their local nature conservation value. The district's local wildlife sites include the Hythe Ranges, Midley Chapel, Postling Wood and Down, Stelling Minnis Common, Acrise Wood and Park, Brockhill Country Park and others (these sites may be private land, although some areas are open to the public). [11]

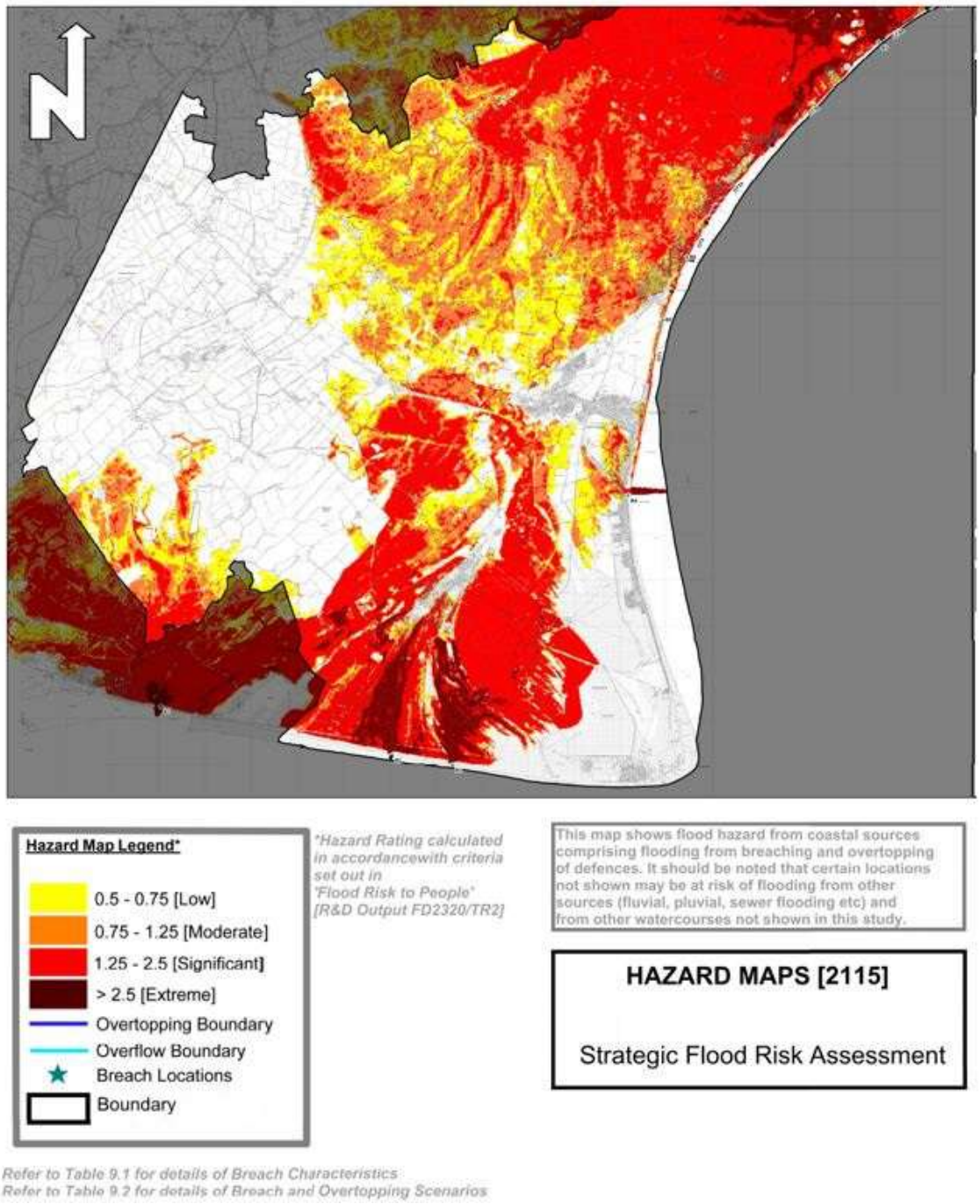
**2.37** These natural areas add to the appeal of the district, and are complemented by many open spaces in and around towns. There are country parks at the East Cliff and Folkestone Warren, New Romney Warren, Peene Quarry and Brockhill. The area now also benefits from improving sports pitches and parks such as at

10 Authoritative maps held by Natural England and others should be consulted.
11 For more information see Kent Wildlife Trust's website: https://www.kentwildlifetrust.org.uk/

Three Hills Sports Ground, Cheriton Road, Folkestone, while there is opportunity for further investment in both indoor and outdoor sports facilities to meet the needs of the population. The Lower Leas Coastal Park and the Royal Military Canal are recognised for their quality, both holding Green Flag awards.

**2.38** The district's particularly fragile relationship with its water environment is becoming increasingly significant, especially with the impact of climate change. This is an important issue for the very low-lying land in Romney Marsh where flood risks and the maintenance of coastal defences have long been a concern, with significant investment made in recent years at Dymchurch, and further investment planned within Lydd in the near future.

**Figure 2.9 Extract from Strategic Flood Risk Assessment 2115 Flood Risk Hazard Map**



**2.39** The specific nature and degree of flood hazards (modelled in Figure 2.9 for the south of the district) varies significantly between locations, but all water-related issues are of growing importance. The Strategic Flood Risk Assessment was completed in 2015 and will be updated as appropriate.

**2.40** The whole local hydrological cycle is of notable significance. Water availability depends on maintaining aquifer stocks, however the area has relatively low levels of rainfall with the South East of England classified by the Environment Agency as being under "serious" water stress. There is also a pressing need to maintain the integrity of water quality and coastal environments as a whole.

**2.41** The district's coastal location is a defining influence in a variety of ways: its extensive shoreline, marine habitats, the Marsh topography, and settlements founded on access to the sea. Moreover, several features reflect its historic importance for military purposes throughout the nation's past.

**2.42** As described in section 1.2, the district's natural and built heritage forms a potentially rich inheritance. A varied and often precious human history and natural environment can be found across much of the district, but is often hidden from the sight of visitors and residents, or only seen as fragile or disjointed fragments.

## 2.2 Strategic Needs for Sustainable Development

**2.43** Sustainable development is central to the planning system. The National Planning Policy Framework (NPPF) states that: *"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."* [12]

**2.44** To achieve sustainable development, government policy sets out three overarching objectives, which are interdependent and mutually supportive. These objectives are:

- **Economic** - ensuring that sufficient land is available to build a competitive economy, supported by infrastructure;
- **Social** - providing a sufficient number and range of homes to meet the needs of present and future generations, with a well-designed and safe environment, and accessible services and open spaces; and
- **Environmental** - protecting and enhancing the natural, built and historic environment, making effective use of land, improving biodiversity, using natural resources prudently and mitigating and adapting to climate change. [13]

**2.45** The National Planning Policy Framework sets out a general "presumption in favour of sustainable development"[14] that has been followed in preparing the Core Strategy Review and will also be used in planning decisions. Policies in the Core Strategy Review deal with the three sustainability objectives in more detail; economic, social and environmental objectives are all important to the long-term future of the district, and to people of all ages and backgrounds.

**2.46** Four over-arching strategic needs have been brought together and presented thematically to underpin planning policy and to express the nature of the challenges that the Core Strategy Review is seeking to address. These draw from the identified opportunities and challenges, and relate to the issues within the district's places (section 1.2).

**2.47** The strategic needs are not mutually exclusive, and with the relationships between them, a single planning response may benefit more than one need.

**2.48** One clear strategic need is to break the chain of factors that result in persistent multiple deprivation and local economic weakness, as highlighted in paragraphs 2.24-2.34.

**The challenge to improve employment, educational attainment and economic performance: Strategic Need A.**

This includes: tackling the limited range of jobs and skills by improving educational attainment; building on existing economic strengths by supporting key sectors, boosting productivity and supporting business growth; and promoting further investment to improve residents' wages, address the district's demographic profile and reduce unemployment levels and maximise opportunities for growth.

**2.49** Another important strategic need is to address growing threats to the substantial (but fragmented) natural and built environmental assets of the district, as outlined in paragraphs 2.35-2.42.

12 National Planning Policy Framework (NPPF), Ministry of Housing, Communities & Local Government, July 2018, paragraph 7.
13 NPPF, paragraph 8.
14 NPPF, paragraph 11

**The challenge to enhance management and maintenance of natural and historic assets: Strategic Need B.**

This includes: addressing climate change strategically; monitoring and managing air quality; the sensitivity of habitats and landscapes; precious water resources; and preventing undesirable coastal and countryside change (including growing flood risks); allied with further sustainable and positive management of the district's distinctive set of natural environments and historic features.

**2.50** The third key strategic need relates to opportunities for people and places to improve quality of life where it is most needed, as established in paragraphs 2.20-2.23 and throughout section 1.2.

**The challenge to improve the quality of life and sense of place, vibrancy and social mix in neighbourhoods, particularly where this minimises disparities: Strategic Need C.**

This includes: responding to variations in living conditions, personal health and wellbeing and improving opportunity for independence in old age; managing communities to increase shared feelings of identity, community and cohesion; and promoting the collective enhancement of the quality and sustainability of places.

**2.51** The final key strategic need is concerned with meeting future housing need, given limited opportunities for development as identified in section 1.2.

**The challenge to plan for strategic development which fosters high quality place-making with an emphasis on sustainable movement, buildings and green spaces: Strategic Need D.**

This includes: promoting strategic development following the principles of garden settlements, addressing climate change with the goal of creating new communities that are carbon neutral; creating opportunities to increase the level of economic activity in the district in existing and new sectors and raise standards of living across local communities; and encouraging healthier, more active lifestyles.

**2.52** If these needs are addressed, the district could offer a rich quality of life for all, although wider influences will also need to be addressed.

**2.53** Strategic needs are considered below against the drivers to identify how they can best be tackled. The following points can be established for strategic planning with reference to the structural drivers in section 1.1.

**2.54** Economic and political pressures and fluctuations:

- Continuing restrictions on expenditure and potentially radical national policy changes show the wide-ranging development impacts of a structural shift such as a severe recession;
- The unpredictable consequences to the economy of leaving the European Union, particularly in relation to the district's location at the gateway to Europe;
- Potential changes when the country eventually moves out of a low interest rate environment;
- Rapid changes in technology that are radically altering the way people communicate and companies do business;

- Nevertheless, over the time period of this strategy significant growth and change is expected, with the benefits of the district - its high quality landscape, townscape and location and connectivity - providing strong building blocks towards meeting strategic needs. Businesses in traditional economic sectors may have proved resilient and may help to see the district through to more stable conditions. Communications improvements can help increase local confidence over the economic cycle; and

- In this context, deprived communities are in particular need of a strategy to protect against risk and to continue to support standards of living, maximising the sustainable use of collective human and physical resources.

**2.55** Finite natural resources and growing environmental risks:

- There is a clear connection between global environmental change and the future of the district's landscapes and habitats. The strategy must take full account of the risks and need for co-ordinated interventions, in particular in transitional and coastal zones and sensitive and designated areas;

- The particular location and physical characteristics of the district mean that the strategy needs to address increased flood risk, potential constraints to drinking water availability, and a growing imperative for sensitive handling of special habitats;

- Air quality needs to be monitored, particularly nitrogen emissions ($NO_x$) from vehicles and their potential impacts on protected habitats; and

- Infrastructure, building design and travel habits will have to be altered to minimise carbon emissions and unnecessary water and energy usage.

**2.56** Social trends and changing household structures:

- This broad trend is allied with local circumstances through the way places attract (or fail to serve) groups of people in the same stage of life. This means overall migration trends of people are not random but the particular environment is itself influential – as well as the economy within the area. The district already has a comparatively elderly population, and the appeal of the coast to retirees is well-established and not likely to diminish; however this appeal increasingly applies to younger age groups who are able to work on an increasingly mobile basis;

- Therefore a combination of national and local factors mean that the district's population is likely to become increasingly middle-aged or elderly over the time period of this strategy, in the absence of any interventions to address this. Evidence indicates that affordability is limiting opportunity for younger people to be able to buy or rent a home of their own. The 'typical household' will continue to become smaller because of older single–person households and other social changes, with a need for specialist housing to be provided that meets the needs of the elderly or provides opportunity for adaptation. In the absence of in-migration the population will fall, even though an ageing population will require an increase stock of housing as people live longer. Therefore additional housing is needed to serve the ageing population and also to provide suitable homes to attract and retain a younger population; and

- The Core Strategy Review can both provide opportunities to address the outcomes of trends, and also tackle the root causes behind trends. Both the amount and type of housing is influential, as is the strategy for community services and employment. The provision of entertainment facilities, such as music venues, and the creation of a thriving evening economy will also help to retain and attract a younger population.

**2.57** Technological innovations and shifting relationships between people and place:

- The need to travel has reduced with new ways of exchanging information, with an increased reliance on digital forms of communication and technologies. It is likely that growth in artificial intelligence, connectivity (the 'Internet of Things') and automation will change the employment landscape beyond recognition. It

does not follow, however, that travel demand or migration will reduce (not least as digitisation can stimulate whole new strands of economic activity). Additionally, journeys have become quicker and travel options wider, opportunities the district needs to capitalise on. These communication channels have increased pressure on some traditional commercial areas and infrastructure by shifting demand and changing business and customer needs;

- Alongside boundaries becoming less restrictive, the distinctions between settlements, regions and nations can feel as if they are disappearing. Nevertheless with this form of 'globalisation', continuing geographic distinctions can present an opportunity, as the character and environment of individual places and local history becomes more valued. The need is for the district to become more competitive, and the Core Strategy Review must help enhance the district's distinctiveness; and

- A growing reliance on virtual connections, transport and electronic communications can be balanced with a focus on public spaces and buildings where people meet and interact, such as parks, town centres, public transport stations and neighbourhood facilities.

**2.58** The nature of risks is examined further in Section 5.3: Implementation.

# Aims and Vision for Folkestone & Hythe District

# 3 Aims and Vision for Folkestone & Hythe District

This section sets out – through specific aims for the district, and a future vision of local places – the challenges that the Core Strategy Review must meet.

## 3.1 District Planning Aims

**3.1** The four strategic needs set out priorities for the sustainable development of the district. In order to address the needs fully, specific aims are set out below. In addition these aims may be addressed by further topic- or area-specific development plan documents or supplementary planning documents.

**3.2** These aims are broad and most can apply district-wide, although specific environments and places are highlighted where directly part of the Core Strategy Review. These aims will be delivered through the actions of the council, developers, landowners, private-sector investors and a range of infrastructure and service providers and local interest groups, working in a co-ordinated way.

**Strategic Need A:** The challenge to improve employment, educational attainment and economic performance.

**3.3** Aims arising from Strategic Need A:

1. Increase prosperity across the local population;
2. Improve accessibility and transport infrastructure;
3. Enhance the viability/vitality and appeal of Town Centres, with Folkestone as a major commercial, cultural and tourism centre featuring upgraded connections and public realm;
4. Achieve real-term increases in gross incomes;
5. Increase the proportion of residents with higher-level qualifications, helping to create an 'innovation district' to provide a distinct employment offer that reflects changing patterns of work;
6. Deliver a flexible supply of 'super-connected' employment space in terms of location, size and type, particularly space that allows businesses to start-up and scale-up their operations;
7. Expand the range of jobs and the skills of the local workforce;
8. Maximise the efficient use of infrastructure and secure further improvements, unlocking the development of priority sites, communities and areas to develop business clusters and centres of excellence;
9. Provide housing of a quality and type suited to long-term economic development needs;
10. Regenerate deprived neighbourhoods, including Central and Northern Folkestone and pockets within Romney Marsh; and
11. Expand cultural and creative activity in the district and enhance the evening economy, with refurbished premises and spaces in Folkestone's old town forming a vibrant Creative Quarter.

**Strategic Need B:** The challenge to enhance management and maintenance of natural and historic assets.

**3.4** Aims arising from Strategic Need B:

1. Expand green infrastructure and enhance its connectivity, making a positive contribution to managing the impacts of climate change through adaptation and mitigation;

2. Minimise local carbon emissions, maintain and manage air quality (particularly nitrogen emissions ($NO_x$) from vehicles along the A20), control pollutants and promote sustainable waste management;

3. Achieve a net gain in biodiversity and geodiversity, particularly where of international and national significance, including a focus on Dungeness and Folkestone Warren;

4. Conserve and enhance sensitive landscapes, especially on the edge of settlements and within the Kent Downs Area of Outstanding Natural Beauty and its setting;

5. Increase the efficiency of water management to maintain local water resources and to improve the quality of watercourses and the sea;

6. Maintain the sense of openness and tranquillity of the countryside and undeveloped coast;

7. Manage the district's coast to ensure resilience to climate change processes, reducing the risk to life and property from flood hazards, and actively managing coastal environments for green infrastructure and sustainable recreation;

8. Enhance the character and function of the district's historic towns and villages, and the management of historic assets/visitor attractions to promote heritage tourism; and

9. Promote choice in means of transport through improving opportunities for walking and cycling, public transport networks and information.

**Strategic Need C**: The challenge to improve the quality of life and sense of place, vibrancy and social mix in neighbourhoods, particularly where this minimises disparities.

**3.5** Aims arising from Strategic Need C:

1. Create distinctive places and cohesive neighbourhoods and encourage increased voluntary activity, the provision of new community buildings and the retention of valued facilities and services;

2. Improve the choice of good-quality homes in neighbourhoods and villages, with a mix of housing size, type and tenure, including opportunities for self- and custom-build homes;

3. Assist in meeting the essential needs of vulnerable social groups and provide more properties that allow people to remain living independently;

4. Improve sports, recreational space, healthcare and other facilities and reduce relative disparities in the health of communities;

5. Increase access to services for the local population and improve and maintain essential rural services and infrastructure;

6. Improve the urban environment, increasing the use and sense of security of key public spaces including parks, town centres and public transport stations;

7. Reintegrate physically divided or highly linear villages and neighbourhoods through central social infrastructure or community development;

8. Improve Town Centre environments, facilities and communications for businesses and visitors in the Romney Marsh area; and

9. Consolidate communities that are hosting significant new developments.

**Strategic Need D:** The challenge to plan for strategic development which fosters high quality place-making with an emphasis on sustainable movement, buildings and green spaces.

**3.6** Aims arising from Strategic Need D:

1. Ensure adequate land is identified to meet housing need over the plan period, with an aim to provide sufficient capacity beyond 2036/37 to plan for the long-term;

2. Provide a balanced mix of land uses, housing tenures, community facilities and strategic open spaces with long term stewardship and management arrangements established at an early stage;

3. Promote innovative and distinctive architecture while protecting and enhancing unique landscapes and heritage assets. Building construction should be characterised by longevity, smart energy solutions and environmentally adapted materials;

4. Encourage healthier living by the generous provision of sports pitches, recreation facilities and land for locally-grown produce;

5. Provide public spaces and facilities that are accessible to all, through links such as public transport, walkways, bridleways and cycle paths;

6. Provide homes that meet the different and changing needs of young people, growing families and the elderly;

7. Integrate public transport with strategic development, providing local links and strategic connections;

8. Provide generous green corridors within and connecting built-up areas, particularly to enhance the built environment in high-density areas, prevent the coalescence of settlements and mitigate the impact of strategic development on the landscape setting; and

9. Reduce waste from new homes and businesses and increase recycling rates significantly higher than in existing towns in Kent.

**Air quality monitoring**

As outlined under **Strategic Need B**, there are potential harmful impacts from nitrogen emissions ($NO_x$) from vehicles on the A20 on protected habitats, such as the Folkestone to Etchinghill Escarpment Special Area of Conservation (SAC). The Habitats Regulations Assessment of the Core Strategy Review identifies a need to monitor this situation. **The council will monitor roadside $NO_x$ at regular intervals over the plan period in order to identify any improving or deteriorating trends.** Any deterioration may trigger the need for local mitigation measures and could lead to a review of the plan.

## 3.2 Vision for Folkestone & Hythe District

**3.7** The district's environments and accessibility mean as a whole it has significant potential. To capture this, all places across the district can play a role; and for change to be delivered a positive and ambitious vision is set out, looking to 2037 and beyond.

**3.8** Aiming high will maximise achievement. With the delivery of the major proposals, the right conditions, confidence and resources will be generated, resulting in the innovation, pride and social capital needed to deliver this future. For such growth to be 'smart' it must make the most of hard infrastructure, digital technologies and data to engage people and make the district a more liveable, resilient and welcoming place.

**Future Vision for Folkestone & Hythe District**

**The district will flourish into a distinct area of high-quality towns, including a new garden settlement, complemented by the contrasting strengths and distinctiveness of attractive countryside and coastal places.**

This will occur through planning for a smart, self-confident, secure and low-carbon district, and through enhancing the district's many diverse and special environments.

**3.9** With this vision, the diverse parts of the district should develop, moving towards a future, including a high-quality garden settlement, coastal towns and attractive countryside, as set out in the paragraphs below.

- **Urban Area Future**

**3.10** Major economic opportunities will have been realised, especially through High Speed 1 rail service enhancements. Folkestone will be well-connected to major European cities, with an increasing focus on digital connectivity; movement within the town will be easier and clearer for all modes of travel, with an improved public realm and pedestrian environment within a mixed-use town centre. Key urban facilities such as the Central railway station and town centre will be clearly linked to each other and to the natural attractions of the coast and countryside, with a choice of travel modes (foot, bicycle, bus and car). The town will be at the heart of East Kent's economic and cultural life, with a rejuvenated Seafront supporting a town centre vibrant with new offices, facilities and improved public spaces. Folkestone will have grown in importance as an 'events town', with recognised cultural and artistic festivals, as well as new evening entertainments and music events. The town's day-time and evening economy will be thriving, with new investors alongside existing employers, upgrading the fabric of the town by improvements to buildings and an expanded range of shops and offices.

**3.11** Residents and workers will have an enhanced choice of independent shops, workshops, galleries, cafés, restaurants and entertainment venues, bringing new life to small shop units and historic streets; these will be supported by high-quality visitor attractions and accommodation. Greater flows of pedestrians during the day and improved evening attractions will lead to a reduction in anti-social behaviour and crime. The heart of the town will be enhanced by improved facilities for shoppers, diners and visitors. It will attract people from elsewhere in the region, the country and the continental mainland.

**3.12** The town will be family-friendly, benefiting from affordable housing integrated into new developments, improved schools, accessible sports and recreational facilities, easy access to the countryside and new medical facilities. Sports, open spaces and the coastline will benefit from major improvements.

**3.13** Through a combination of increased market confidence, public sector assistance and an active voluntary sector, central and north Folkestone's range of housing, employment opportunities and community services will match the rest of the urban area. Regeneration will be apparent in the improved urban environment spreading out from inner Folkestone.

**3.14** West Folkestone and Sandgate will still be accessible and strongly desirable seaside communities – with their character maintained and enhanced – for residents and commercial investors. Cheriton will be a growing community, with increased choice of housing and prosperity, acting as a centre for local services, well-connected to Folkestone West station. The Military Estate at Shorncliffe will be consolidated and improved, sitting alongside substantial new housing-led development that improves connectivity and provides improved open space, recreational and sports and community facilities. The northern fringe of the town will be characterised by strong small- and medium-sized enterprises and educational facilities, operating from modern premises and contributing to a diverse local economy.

**3.15** Hythe will continue to be an attractive hub for residents and visitors, with small shops and traders in the attractive, vibrant and pedestrian-friendly High Street environment. The town will benefit from new sports facilities, more attractions and leisure facilities at the sea and by the Royal Military Canal. Hythe will be prominent in the sub-region as an appealing tourism base, with better-graded accommodation. Accessibility will have improved, especially to Sandling railway station, and for pedestrians to the west of the town centre and its surrounds.

**3.16** West Hythe will be transformed into a community well-integrated within the landscape and town. It will contribute to pressing needs in the centre and south of the district for affordable housing and new local services, sports and jobs, having attracted new families and people of working age to Hythe. Flood risks will be reduced through enhanced defences.

**3.17** Seabrook, Horn Street and other small, high-quality neighbourhoods will continue to thrive and prosper as distinctive, characterful places where the town meets the country, and with essential services maintained and strengthened.

- **Romney Marsh Area Future**

**3.18** Opportunities for work and investment, and awareness of the Marsh's outstanding natural environment, will be considerably expanded. The countryside and towns of Romney Marsh will be as distinct and immediately recognisable as they are today, with readily apparent local opportunities for the future alongside a clear sense of history.

**3.19** Natural assets, coastal habitats and key infrastructure will show greater adaptability to climate change. The special coastal ecology and wildlife sites – especially at Dungeness – will continue to be a haven for rare species and actively managed to ensure sustainability. The flat topography of the Marsh will continue to provide an alluring environment for cyclists, and those interested in our history and rural life. These features will form a central part of the appeal of the district to visitors. Agricultural practices and land management will not be intrusive but will continue to be central to the heritage of the Marsh and its economic diversification, with a focus in tourism on environmentally-friendly trips and greater emphasis on local produce.

**3.20** New Romney will have evolved and expanded to be recognised as a prominent centre for the Romney Marsh area. The town will play a vibrant role serving the whole of the area through expanded health, education and retail facilities, new business space, an improved town centre, and additional family housing. Day-to-day life for Marsh residents will be improved through people being able to access well-paid employment, improved infrastructure and transport, and essential services. Travel to other services, large offices and urban facilities will be more convenient and focus on Hythe (including the former Nickolls Quarry), Ashford and Folkestone. Smart and focused improvements will have increased the efficiency for all transport modes (car, bus, cycling and pedestrians) using the A259 route, and will have delivered more efficient and attractive coastal travel through to New Romney and Lydd.

**3.21** The availability of a wider range of jobs and services will be underpinned by the growth of sectors such as tourism and energy, through new developments and small firms. This economic transition, tackling underlying rural deprivation, will have been made possible by the impact of new communications and technology, and training up a better-qualified workforce. Technology will enable better access to information for a range of business and social purposes, including about convenient transport options when travelling to work, shops, school and healthcare, or when visiting the area.

**3.22** Lydd and St Mary's Bay will have upgraded their appeal and local services to become highly popular to visitors and as places to live, and with flood risks safely managed. The economy in Lydd town will be boosted, capitalising on its historic centre, including by an expansion at Lydd Ranges of defence employment and training, and through residential and commercial investment on key approaches. Dymchurch will continue to be the primary coastal tourist resort for the Marsh, with visitors particularly benefiting from accessibility and environmental improvements.

**3.23** The villages of the Marsh, including Brookland and smaller settlements such as Ivychurch and Burmarsh, will continue to be attractive rural communities, attracting new visitors and residents and retaining community facilities, addressing problems of isolation and exclusion.

- **North Downs Area Future**

**3.24** As identified by the Growth Options Study (see Section 4), there is an opportunity and environmental capacity for strategic scale development in this area in the form of a new garden settlement to meet the increased housing needs of the district.

**3.25** The new settlement will be a landscape-led garden town, which respects the setting of the Kent Downs Area of Outstanding Natural Beauty (AONB) by including strategic landscaping and lower density development in those parts of the town that are more visible from the North Downs ridge and the wider escarpment. It will deliver low-carbon homes and increased resource conservation, with development that is highly water efficient. It will provide opportunities to achieve health benefits through walkable neighbourhoods and the construction of homes to meet the changing needs of occupants. There will be a range of character areas and housing tenures, as well as self-build and custom-build homes. It will provide a range of employment opportunities, maximising the potential of the location, infrastructure and opportunities to deliver new forms of employment.

**3.26** The settlement will be an attractive place that is aesthetically, culturally and environmentally rich and stimulating, centred around an attractive park forming an enhanced setting to Westenhanger Castle. It will have a range of multi-functional green and blue spaces (rivers, streams and water bodies) linked in a network (known as 'green infrastructure'). The green infrastructure network will enhance local biodiversity, avoiding the fragmentation of habitats. It will help to create a healthy environment, providing space for community orchards and allotments, and reduce the impact of flooding, through the storage and slow release of water during storm events. Green infrastructure will improve access to nature, linking to the wider network of routes and spaces within and beyond the North Downs area.

**3.27** Existing villages within this area will consolidate their place as some of the most popular and relatively accessible rural communities in East Kent, with the maintenance of a quality natural setting befitting the Kent Downs AONB and its surrounds. The hills, valleys and woodlands will be an increased attraction, and along with strategic transport links, holding wide appeal to new residents, employers and visitors. Environmental quality will be respected and appreciated, with management, protection and enhancement of prominent natural assets such as the Saxon shoreline and special habitat of the escarpment to Etchinghill. The whole Downs landscape will be managed sensitively to form an attractive base for visitors, home-grown businesses and tourists.

**3.28** The area will still be characterised by a broad range of well-served rural communities. Housing affordability and poor access to healthcare and youth facilities will have been addressed through development tailored to local needs and improved public transport to London, Ashford, Folkestone, Dover and Canterbury. The area will benefit from improved technology encouraging more small- and medium-sized rural enterprises, and with clusters of buildings converted to small offices, and increased homeworking. Significant numbers of jobs will be created within the garden town, which will provide employment opportunities for nearby towns and the wider area.

**3.29** Sellindge will have grown to the south and east, consolidated around a central core of expanded and new facilities and open space at its heart, creating a compact, social village. It will be well-connected to the adjoining garden town, with improved connectivity to Ashford, Folkestone and beyond through improved walking, cycling, bus and rail routes.

**3.30** Hawkinge will continue its growth as an important centre. It will be a family-friendly place, providing attractive walking and cycling routes to its improved shops, new care facilities and jobs, and well managed community facilities and open space. The consolidation of the town as a maturing community will mean greater integration and an established identity as a key settlement.

**3.31** Villages at the heart of the AONB such as Lyminge and Elham will remain highly attractive places to live and visit, with a wide range of local facilities serving the surrounding countryside. Lyminge will be recognised for its very good range of shops and public services, where sensitive small-scale developments have improved access to rural housing. Elham will be a key centre for the expanded visitor economy in the Kent Downs AONB. Villages such as Stelling Minnis, and hamlets in the Elham Valley and the countryside surrounding Stone Street, will continue to be 'quiet gems' of the Kentish countryside, with local schools and other essential services maintained, benefiting from the economic possibilities of electronic communications, while nestled in a landscape overseen with pride and care.

**3.32** Outside the AONB, the provision of a garden town will capitalise on existing infrastructure to open up opportunities for wider communities, while also ensuring that villages such as Lympne and those within the AONB retain their distinct character. Communities will have become better-served with expanded schools, employment, leisure and recreational activities and healthcare, with significant access to new housing to meet changing needs. The strategic transport corridor running through this area will be managed to bring greater local advantages, with the provision of a significantly improved station and High Speed 1 services at Westenhanger acting as a local transport hub to the Kent Downs area and beyond to Hythe and the Marsh. The area has significant appeal to tourists, at an important international gateway. This location will be capitalised on, with the provision of new tourist facilities to support existing attractions such as Port Lympne Reserve and as a central point to visit the Romney Marsh, Folkestone, Kent Downs AONB and Canterbury, capitalising on visits from those arriving from or departing to Europe.

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**3.33** Key local themes of this narrative are addressed for each character area in section 5.2.

**3.34** The delivery of these aspirations requires a shift in the trajectory of development with the creation of a new garden town. Accordingly the next chapter sets a demanding, but deliverable, spatial strategy, ensuring the district continues to meet its housing and employment needs over the plan period to 2037 and beyond.

# The Spatial Strategy for Folkestone & Hythe

# 4 The Spatial Strategy for Folkestone & Hythe

The objectives and vision of the spatial strategy have been revised from those of the adopted Core Strategy (2013). The revised strategy reflects wider needs to capitalise on existing strategic infrastructure. New infrastructure will be delivered alongside employment and housing to deliver sustainable development and generate opportunities for job growth across the district to 2037 and beyond, within identified landscape capacity. Accordingly, this chapter sets out proposals for long-term development (policies labelled 'SS'). The main element of the spatial strategy is a set of overarching provisions. A number of strategic policies then follow for a new garden settlement (SS6-SS9), Folkestone Seafront (SS10) and Shorncliffe Garrison, Folkestone (SS11).

## 4.1 District Spatial Strategy

**Introduction**

**4.1** The district's appeal is primarily based on its connectivity and variety of towns, villages and high quality environments of coast and countryside. The heart of the North Downs and Romney Marsh areas are within the Kent Downs Area of Outstanding Natural Beauty (AONB) and Grade 1 classified agricultural land (respectively), both of which have a rich and diverse influence on the landscape character. Accordingly, the district's highest quality rural landscapes need to be maintained as a key part of its attractiveness. Allied to this is the historic influence of the coast on the evolution of settlements and on current perceptions of the district.

**4.2** Maintaining the district's distinctive coast and rural areas are key aims that shape the spatial strategy. Nevertheless, towns are the places where most people live and work, and the strategy has to address the needs of these places, alongside villages and the rural area.

**4.3** Folkestone is the largest settlement in the district and represents the main hub for economic and business activity. Broadly, the district can be characterised as having three distinct economic and market sub-areas:

- Folkestone and Hythe;
- Romney Marsh; and
- The North Downs.

**Population Change**

**4.4** The population of the district based on the mid-year estimate in 2016 stands at 111,200. The district (along with Dover and Thanet) has an older age profile than the other Kent local authority areas and, as such, it is subject to a higher annual rate of deaths to births, which resulted in a negative natural change. However, overall between mid-2015 to mid-2016 the district was one of four of Kent's local authorities subject to a population increase which can be attributed to migration alone.

**4.5** Looking at these trends in more detail:

- Movements to/from Kent - The majority of people who moved into Kent in the year ending June 2016 came from London. 24,800 people, equivalent to 45.9 per cent of all in-migrants, came from the capital. In contrast, of all the people leaving Kent, 24.3 per cent (11,200 people) moved to London. The result was a net gain of 13,600 people from London to Kent. This trend is expected to continue as improved digital connectivity allows for more diverse patterns of work, while high speed rail makes the district more attractive for those who still regularly commute to the capital; and
- Movements to/from Folkestone & Hythe district - The matrix drawn from the Migration Indices bulletin provides data on the origin and destination of internal migrants to and from Kent local authority areas from mid-2015 to mid-2016. This shows that:

- Folkestone & Hythe District to/from London - During the 12-month period some 500 people moved from Folkestone & Hythe District to London, with 1,100 people moving from London to the district, a net gain of 600 internal migrants (residents) to the district; and

- Folkestone & Hythe District to/from all areas - Overall, the trend of net migration into the district (from all areas) between 2003/04 and 2015/16 has ranged between 200 (2008/09) and 1,300 a year (2015/16), although the annual net in-migration was relatively stable at between 400 and 800 net additional migrants a year between 2005/06 and 2013/14.

**Calculating the Housing Need**

**4.6** There is an acknowledged national shortage of housing, not only in the district but across the South East of England generally, and providing more homes is now a high priority for both the council and the government (which has set an ambitious national target of 300,000 new homes a year).

**4.7** The 2013 Core Strategy is delivering a minimum of 8,750 new homes from 2006 to 2031; this amounts to 350 homes a year, with a target of 400 planned for delivery. The Places and Policies Local Plan, currently in the final stages of preparation, provides for additional development to meet the 2013 Core Strategy housing requirement.

**National Methodology for Calculating Housing Need**

**4.8** While the council has been preparing the Core Strategy Review, the government consulted on and then introduced a standard national methodology for calculating housing need. This was brought into force following the introduction of a Revised National Planning Policy Framework in 2019. Regarding new housing, this states that, *"To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance - unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals".*[1]

**4.9** The national methodology for housing need factors in the latest household projections[2] and information on housing affordability[3] to arrive at a figure for the minimum number of new homes that local authorities should plan for. The latest household projection and affordability ratio for the district indicate that the council should plan for 738 new homes a year.

**4.10** Given this, the Core Strategy Review will plan for a total of 13,284 new homes over the period 2019/20 to 2036/37. This will provide for the minimum amount of new development required by national planning policy.

**4.11** The local housing need calculated using the standard method may be relied upon for a period of two years from the time that a plan is submitted to the Planning Inspectorate for examination, after which it may change. National policy requires local planning authorities to update their local plans at least every five years, or sooner, if housing numbers are likely to change.

**4.12** It is clear from this that the district's future housing requirement will not be met unless ambitious new growth initiatives are brought forward, at pace. The time is right, therefore, for the council to consider a strategic response to provide significant medium- and long-term housing growth in the district.

1 National Planning Policy Framework, Ministry o f Housing, Communities and Local Government, July 2018, paragraph 60.
2 Updated every two years to take account of the latest demographic trends (usually in April).
3 The most recent median workplace-based affordability ratios, published by the Office for National Statistics at a local authority level and updated every year (usually in March).

**Meeting the Housing Need**

**4.13** The housing need identified above, will be met by a combination of new sites allocated in the Core Strategy Review, small- and medium-sized sites in the Places and Policies Local Plan, the remaining allocation in the 2013 Core Strategy and existing sites with planning permission.

**4.14** The potential to provide significant new housing is limited due to the statutory designation of the Kent Downs Area of Outstanding Natural Beauty and the high flood risk affecting much of Romney Marsh. Proportionately, the majority of housing growth over the past decade has been met within the urban areas of Folkestone and Hythe and at Hawkinge. Work undertaken between 2015 and 2017 in preparing the Places and Policies Local Plan concluded that the opportunities to accommodate further strategic growth in towns and villages is extremely limited.

**4.15** In October 2016 consultants AECOM were commissioned to develop a Strategic Growth Options Study for the district, alongside a high-level landscape appraisal, as part of the early work to inform the Core Strategy Review. The context for the Growth Options Study comprised a new calculation of housing need arising from the SHMA, as described above. These homes will need to be supported by new employment opportunities and supporting infrastructure; this Core Strategy Review is therefore being undertaken to help ensure that housing need can be met and that the accompanying jobs and infrastructure can be successfully delivered.

**4.16** Strategic growth also enables greater social mobility and provides labour for local employers, helping businesses to expand, which in turn benefits the wider local economy. The delivery of new housing at the right scale enables a critical mass to be reached, providing a sufficient number of people to sustain services, facilities and employment.

**Employment and Indices of Multiple Deprivation**

**4.17** Levels of deprivation have reduced between 2010 and 2015 relative to other local authorities in England; the district now ranks as the third most deprived authority in Kent (of 12). Notwithstanding recent improvements, this relatively poor position in the Indices of Multiple Deprivation, especially when contrasted with other areas in South East England, emphasises the need for an ambitious development strategy that ensures the district and its residents can prosper.

**4.18** The approach set out in the Core Strategy Review is to positively support employment needs so that the economy is not unduly constrained, but also to recognise the problems around limited land supply and the competing pressure on available development sites from other uses (non B use classes).

**4.19** Outside the central commercial hub in Folkestone and Hythe, the district is mostly rural in nature, with more limited opportunities for new economic development. As drawn from the Employment Land Review (July 2017), the district supported around 48,200 jobs in 2016, which represented an employment growth of 27 per cent over the period from 1997. This employment growth was materially higher than the growth recorded in Kent (22 per cent), the South East (19 per cent) and the UK (19 per cent). The number of jobs in the district in 2006 (the base year of the 2013 Core Strategy) was in the region of 42,600 jobs, meaning job growth over the period 2006 to 2016 was equivalent to 13 per cent. This level of growth was also higher than in Kent (8 per cent), the South East (8 per cent) and the United Kingdom (8 per cent) during this period.

**4.20** An over-representation of lower value employment sectors (such as public administration and defence, agriculture, forestry and fishing, and utilities) has contributed to the district's economy being less productive compared to the regional and national average. The lower value employment base aligns with a less-skilled resident workforce capturing lower earnings compared to other parts of Kent, while the employment mix in the local economy is likely to have contributed to a proportion of the resident workforce choosing to commute outside the district for work.

**4.21** One of the drawbacks of the district as a business location is a shortage of skilled labour for local businesses. Other identified weaknesses include a lack of good quality flexible commercial space that meets modern occupier needs and, outside Folkestone, employment allocations that do not maximise access to the

strategic road network at junctions 11, 12 and 13 of the M20. These drawbacks have contributed to the district being highly self-contained in terms of local businesses operating in mostly local markets, attracting little inward investment.

**4.22** The weaknesses of the district as a business location have reduced its competitiveness compared to other more established centres such as Ashford, Canterbury and Dover, particularly in terms of capturing 'footloose' occupiers. In contrast to this, one of the district's main strengths relates to its lower business and rental costs compared to other locations, which makes it a cost-competitive location for occupiers. However, the lower rental values deter speculative developments due to concerns that future rental yields will not support the costs of providing new premises.

**4.23** Overall, these recent trends have had a significant effect on how the commercial property market in the district has performed. Long-term trends suggest a gradual decline in office space and an increase in industrial space since 2000. These trends are in contrast to recent employment trends which indicate growth in office jobs and a decline in industrial jobs. This divergence is likely to reflect more efficient use of existing office space, as well as the delivery of some new industrial space that supports fewer jobs (for example, the trend towards automation reduces the number of jobs previously supported by industrial space). As such, the trends between delivery of space and jobs are not linear and the changing nature of work and increasing efficiencies may require an increase in floorspace for advanced manufacturing, with more flexible office space provided to support co-working or space that can be expanded as businesses grow.

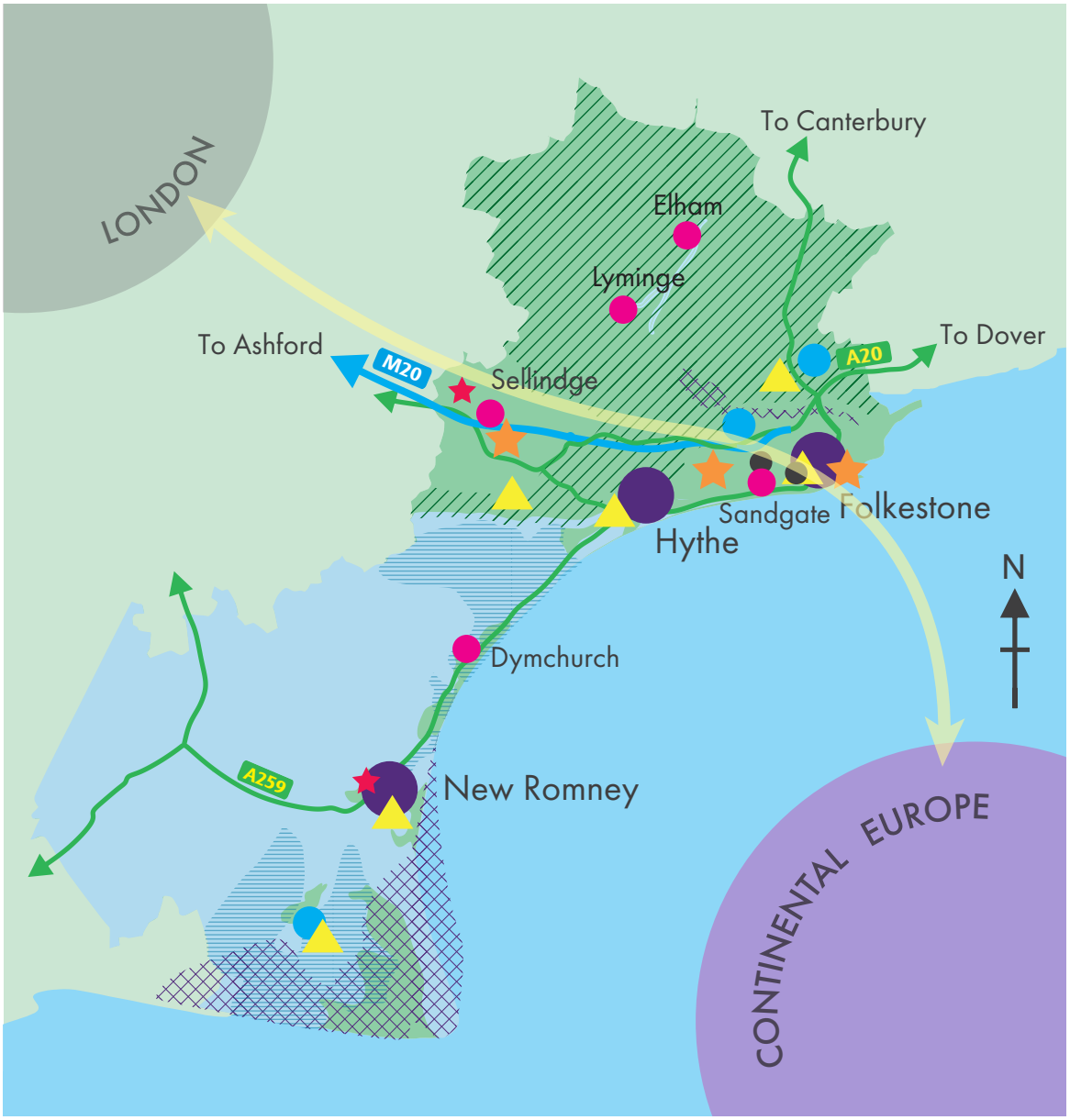
**4.24** The council has identified a number of actions to boost growth sectors and increase job opportunities, including increasing the supply and quality of employment land. A more active programme of intervention in the market is likely to address some of the barriers to commercial development (for example, site infrastructure and viability) and also stimulate greater levels of market demand as business growth increases. Alongside this, proposals for strategic development, including a new garden settlement, provide a major opportunity to create a new focus for expanding sectors and new forms of economic growth.

**Overview of key features of change proposed in the spatial strategy, and associated major proposals for delivery:**

- The creation of a major new settlement based on garden town principles in the North Downs Area. See policies SS6, SS7, SS8 and SS9.
- Develop Folkestone's centre, employment sites and deprived residential neighbourhoods to improve connectivity, vibrancy and activity led by major opportunities on 'brownfield' land at Folkestone seafront and Shorncliffe Garrison, as well as employment sites, with opportunities to consolidate and improve the existing housing, commercial and retail stock. See policies SS1, SS3, SS4, SS10, SS11 and CSD6.
- Focus major new development in Hythe on regenerating the west/south of the town, and maintain the character and vitality of the town centre, improving opportunities for sport, recreation and leisure. See policies SS2, SS3, SS4 and CSD7.
- Regenerate Romney Marsh through a positive approach to sustainable economic development and infrastructure opportunities, and through increasing the strategic role of New Romney town in serving the area, as the key service, health, education and employment hub for the Marsh. See policies SS1, SS4, CSD3 and CSD8.
- Improve precious habitats, critical landscapes and efficiency of natural resource use (including water) and manage carbon emissions and flood risks in response to climate change. See policies SS1, SS3, CSD4 and CSD5.
- Target construction of 738 dwellings per year to 2036/37. See policies SS2 and SS3.
- Accommodate new retail, leisure and an improved public environment at Folkestone, Hythe and New Romney town centres. See policies SS3, SS4 and CSD6-8.
- Secure resources from developers for new physical and social infrastructure through developer contributions, including the Community Infrastructure Levy. See policy SS5.
- Provide public access to major new green infrastructure for Folkestone, Hythe and the district at Seabrook Valley, Folkestone seafront and elsewhere. See policies SS11 and CSD4.

**4.25** Primary provisions are set out in Figure 4.1, the Core Strategy Review Key Diagram.

**Figure 4.1 The Key Diagram**




## The Key Diagram

- A Roads
- M20
- Flood Zone 3
- Extreme Flood Hazard
- National & International Infrastructure
- AONB
- Larger International Habitats
- Town Centres (Policy SS4)
- Major Employment Locations
- Local Centres
- HS1 Rail Stations
- District Centres (Policy SS4)
- Strategic Allocations (Policies SS6-9 & 10-11)
- Broad Locations (Policies CSD8-9)

**4.26** The spatial strategy is informed by a range of studies and the understanding of places as portrayed in sections 1.2 and 3.2.

## Policy SS1

**District Spatial Strategy**

Housing will be delivered through a new sustainable, landscape-led settlement, with supporting town centre and community uses, based on garden town principles in the North Downs Area, in accordance with policies SS6-SS9. The garden town will maximise opportunities arising from the location, access to London and continental Europe and strategic infrastructure. Housing and supporting community uses will also be delivered through growth in Sellindge (policy CSD9).

Elsewhere in the district, priority will continue to be given to previously developed land in the Urban Area in Folkestone, for main town centre uses and housing, to enhance the town's role as a sub-regional centre, with opportunity for increased densities within the town centre and maximisation of employment opportunities at key locations.

Development in the Urban Area will be led through strategically allocated developments at Folkestone Seafront (policy SS10) and Shorncliffe Garrison, Folkestone (policy SS11), and the delivery of strategic mixed-use development at Hythe (policy CSD7).

Remaining development needs should be focused on the most sustainable towns and villages as set out in policy SS3. Development outside the new settlement and identified centres in the open countryside and on the coast (defined as anywhere outside settlements within Table 4.4 Settlement Hierarchy) will only be allowed exceptionally, where a rural or coastal location is essential (policy CSD3).

This is supported by the following strategic priorities for the three character areas of the district:

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

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

- North Downs Area - The future spatial priority for new development in the North Downs area is on the creation of a landscape-led sustainable new settlement based on garden town principles outside the Kent Downs Area of Outstanding Natural Beauty (AONB) boundary, designed to avoid or minimise adverse impacts on the AONB, and the expansion of Sellindge. Within the Kent Downs AONB development will be limited to consolidating Hawkinge's growth and sensitively meeting the needs of communities at better-served settlements. Major development will be refused within the AONB other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest, in accordance with the National Planning Policy Framework. All proposed development in the North Downs area will have to satisfy the requirements of policy CSD5 (d). in order to avoid any significant impact on the water quality of the Stodmarsh European designated sites.

The strategic growth of New Romney is also supported through policy CSD8 to allow the market town to fulfill its potential to sustainably provide for the bulk of the housing, community infrastructure and commercial needs of the Romney Marsh Area. Development will also be planned at other identified settlements in line with the Settlement Hierarchy sufficient to ensure the achievement of growth requirements. In particular, development which helps to maintain and support the local role of the market town of Lydd can meet priority needs.

Dungeness A should be retained for: offices (within class E), general industrial (within class B2) and storage or distribution (within class B8) and research and development employment uses; employment-related training and educational purposes; and operations and uses associated with the decommissioning of the nuclear power station. Should redevelopment plans come forward for alternative uses unrelated to the function of the nuclear power station (including other energy generation sector uses), the council will work with the Nuclear Decommissioning Authority, local community and other stakeholders to prepare and adopt an Area Action Plan for part or the whole of the site.

Should development proposals come forward for the further material expansion of London Ashford Airport at Lydd (beyond the existing permissions and permitted development rights), the council will work with the airport, local community and other stakeholders to prepare and adopt an Area Action Plan for the site. The council will support small-scale operational development integral to, and required to maintain, the airport use, subject to being satisfied that there would be no significant adverse impacts to the integrity of the nationally and internationally designated sites of biodiversity value.

The preparation of Area Action Plan(s) for the Dungeness A or London Ashford Airport sites will be accompanied by Habitats Regulations Assessment(s) (including Appropriate Assessment) to assess the potential effect of the Area Action Plan proposals on sites within the Natura 2000 network that are protected under the European Birds and Habitats Directives. The Habitats Regulation Assessment(s) must show that development would not result in significant adverse effects on these sites of biodiversity value, either alone or in combination with other projects and plans.

Within identified settlements, development as agreed by the local community in neighbourhood plans will be encouraged where well-related in scale and location to the Settlement Hierarchy, and in line with the strategic policies of the Core Strategy Review and Places and Policies Local Plan.

In all locations throughout the district, development should be designed to directly contribute to the sense of place and sustainable design as set out in policy SS3.

**4.27** SS1 primarily addresses Core Strategy Review aims under the following Strategic Needs: A, B, C and D.

**Urban Area**

**4.28** Currently the majority of the district's population, jobs, shops and higher-order public facilities are found in Folkestone and Hythe. Major transport connections - including High Speed 1 services, the Channel Tunnel terminus and the M20/A20 - open up central and northern Folkestone and north/west and central Hythe as accessible locations for investment, less than one hour from central London.

**4.29** These connections, alongside the overall attractiveness and competitiveness of the district, have the potential for transforming its economic performance. This will be supported by a critical mass and choice of premises, markets, supporting facilities and working/living environments, all well-served by regional, national and international transport connections.

**4.30** The development of homes, jobs, shops and services close to public transport facilities will help to minimise carbon emissions. Similarly, avoiding the main tidal flood risk zone will ensure risks from sea level rise are reduced.

**4.31** In and around Folkestone and Hythe the character and quality of the natural environment also varies significantly, but includes part of the AONB and other valuable features. There are opportunities for a range of targeted improvements, not only housing and jobs, but also developing networks of green infrastructure close to the majority of the district's population. Former military training land at Seabrook Valley is well placed to both Folkestone and Hythe and the AONB, and can be a catalyst for improved management of the urban/rural fringe.

**4.32** Maintaining the environmental quality and vitality of the district's rural area must be allied with the regeneration of its towns. The spatial strategy therefore prioritises opportunities in central Folkestone (including the Seafront and central sites near High Speed 1 railway stations) and at Shorncliffe Garrison. These opportunities provide the most feasible means to secure new community services in the Urban Area.

**4.33** Hythe can play an appropriate complementary role, led by its attractive town centre and the implementation of remaining proposals for major housing-led mixed-use development at the former Nickolls Quarry (Martello Lakes) development.

**Romney Marsh Area**

**4.34** The Romney Marsh Area has its own particular strategic development needs. These should be addressed in the context of potential flood risk and infrastructure constraints. Rural transport is a priority, especially along the coastal route, to benefit from services in and around Folkestone and Hythe (for example development at the former Nickolls Quarry). Its coast and distinctive environmental features need to be protected, most notably at Dungeness. To this end, the spatial strategy focuses new development at New Romney to serve both the town and the wider area, complemented by actions to address regeneration needs at Lydd. At better-served Romney Marsh villages, there may be potential for some sensitive modest development to create more sustainable villages.

**Dungeness Power Station**

**4.35** For over 50 years, Dungeness Power Stations (A & B) have been a cornerstone of the Romney Marsh economy. Dungeness A ceased generation in 2006 and is currently undergoing decommissioning. Initially it was expected that from 2019 the site would enter a period of Care and Maintenance (C&M) lasting some 85 years pending final site clearance. The commencement of C&M would have had a serious impact on employment (in December 2019 approximately 220 people were employed on the site) as well as the local economy. It is now likely that the C&M phase will be replaced with decommissioning work continuing instead over the coming decades. This could mean that skilled staff are retained, employment is increased, and land is released for new economic uses, or for clearance, earlier than would happen through the C&M approach.

**4.36** The Nuclear Decommissioning Authority is expected to announce its decision on whether this approach will be adopted for Dungeness A in the near term. EDF's Dungeness B station had been expected to continue generating electricity until 2028. However, it was announced in June 2021 that it would move into the de-fuelling phase with immediate effect, following an extended outage since 2018. The EDF Director's Report - Dungeness B June 2017 reported that the station employs over 550 employees, which is supplemented by over 200 contract partners, so its closure would have major socio-economic impacts although, as with Dungeness A, these would be experienced gradually. It is important to recognise that there is likely to be a significant impact on jobs in the latter stages of the plan period. In the wider context of other current economic challenges and uncertainties, the decommissioning of the Dungeness Power Stations will create significant economic and social challenges for Romney Marsh. In addition to jobs being lost, businesses will find it increasingly difficult to operate successfully in an area which already has some pockets of significant deprivation and therefore the case for supporting local employment opportunities and the future of the Dungeness Power Stations site becomes an important consideration.

**4.37** Opportunities also exist for employment development at London Ashford Airport at Lydd, through the implementation of the existing planning permission. The council acknowledges the positive impact that Lydd Airport could deliver in supporting the regeneration of Romney Marsh and surrounding areas, accordingly should further material development proposals arise, beyond the existing permissions and permitted development rights, the council will seek to work with the airport, local community and other stakeholders to agree a framework by preparing an Area Action Plan for the site. The further development of the Mountfield Road Industrial Estate and investment within the nuclear and tourism industries also present opportunities for job creation.

**4.38** Change is also inevitable in places outside these towns and villages, but the spatial strategy seeks to manage the countryside for green infrastructure and sustainable agriculture, coastal protection and tourism, while restricting inappropriate development. Countryside protection will also allow a focus on local community, rural business, affordable housing and other development where a countryside location is essential. Specific criteria are set out in other Core Strategy Review policies including CSD3 and CSD4.

**North Downs Area**

**4.39** The potential for significant sustainable development in the district is focused on maximising strategic infrastructure where landscape capacity exists, with the creation of a new settlement in the North Downs Area. This will be a major, long-term growth opportunity, developed on garden town principles during the plan period and beyond. Policies SS6-SS9 set out rigorous design requirements and ambitious environmental and sustainability targets that the new settlement must meet to ensure its potential is realised.

**4.40** Further opportunities for growth exist in Sellindge (policy CSD9) to consolidate the village around a central core. At other settlements in the North Downs Area further strategic growth is not proposed within this plan. Small- and medium-sized allocations are identified within the Places and Policies Local Plan to provide for development well-integrated within settlements, to protect the countryside and AONB and to enhance their sense of place. Elsewhere in the North Downs/AONB development will be limited.

## 4.2 Housing and the Economy Growth Strategy

**4.41** The level, balance and timing of development in the spatial strategy will determine whether places change appropriately and whether strategic needs are addressed. The following policy SS2 establishes the quantity of development in the district.

**Approach to housing provision**

**4.42** Section 4.1 sets out the government's methodology for assessing how many homes councils need to plan for. Using the latest household projections and affordability figures, the government methodology requires the provision of a minimum of:

- 738 new homes a year on average over the period 2019/20 to 2036/37 (18 years); or
- 13,284 additional homes in total.

**4.43** This requirement will be delivered by development of the new garden settlement, other strategic sites, sites with planning permission and a number of small- to medium-sized site allocations in the Places and Policies Local Plan. An indicative housing trajectory is given in Appendix 3. All types of homes will be counted towards this requirement, including family homes and flats (C3 use class) and specialist accommodation for the elderly (C2 use class).

**4.44** The National Planning Policy Framework states that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements. However, local authorities should make a realistic assessment of likely rates of delivery, given the lead-in times for large-scale sites (NPPF, paragraph 73). The delivery of large-scale developments may need to extend beyond an individual plan period and anticipated rates of delivery should be kept under review (NPPF, footnote 37).

**4.45** National Planning Practice Guidance (PPG) recognises that a 'stepped' housing requirement (where the housing requirement is phased to reflect the level of housing expected to be delivered across the plan period) may be justified in certain circumstances. The PPG states that this approach may be appropriate where there is a significant change in the level of housing required and/or where strategic sites will have a phased delivery or are likely to be delivered later in the plan period. The Core Strategy Review will deliver a significant change in the numbers of new homes being built in the district, compared to the 2013 Core Strategy and allocates a major strategic site in the form of a new garden town as the focus for future growth. The council considers that a stepped housing requirement is justified and appropriate, and will ensure that the housing requirement is met fully within the plan period.

**4.46** Policy SS2 puts forward four phases of delivery over the plan period:

- Phase 1 – 2019/20 to 2023/24 (five years) – an average of 622 dwellings a year, or 3,110 dwellings in total;
- Phase 2 – 2024/25 to 2028/29 (five years) – an average of 885 dwellings a year, or 4,425 dwellings in total;
- Phase 3 – 2029/30 to 2033/34 (five years) – an average of 730 dwellings a year, or 3,650 dwellings in total; and
- Phase 4 – 2034/35 to 2036/37 (three years) – an average of 700 dwellings a year, or 2,100 dwellings in total.

This phased approach will deliver a minimum of 13,284 dwellings, an average of 738 homes a year over the 18 years of the Core Strategy Review plan period.

**Neighbourhood plans and the housing requirement**

The National Planning Policy Framework states that strategic policies should set out a housing requirement for designated neighbourhood areas which reflects the overall strategy set out in the authority's local plan. Where it is not possible to provide a housing requirement for a neighbourhood area, the local planning authority should provide an indicative figure, if requested to do so by the neighbourhood planning body.[4]

Five neighbourhood areas have been designated in Folkestone & Hythe district: St. Mary in the Marsh; Hythe; New Romney; Sellindge; and Lympne. Of these neighbourhood areas, St. Mary in the Marsh is significantly advanced and its Neighbourhood Development Plan has proceeded to referendum; however the other areas have not progressed with neighbourhood plans since the areas were designated some time ago.

Given this, the Core Strategy Review does not set out a housing requirement for any designated area within the district and neighbourhood plans have not been relied on in meeting the district's housing requirement. If existing or new neighbourhoods progress with proposals for neighbourhood plans, the district council will provide them with an indicative figure for new homes based on the latest evidence of local housing need, the population of the neighbourhood area and the adopted local plan strategy.

**4.47** Setting a housing delivery framework to 2036/37 in the Core Strategy Review ensures housing supply is guided for a period in excess of 15 years after adoption of the plan. With these provisions, land can be managed to ensure sufficient and continuous supply for future decades, although it is only appropriate for this document to allocate sites of strategic priority (policies SS6-SS11) and broad locations for growth, with additional expansion of Sellindge proposed in policy CSD9.

**4.48** A positive approach is set to increase opportunities to meet selected housing and employment needs, and to reduce the projected decline in the working population and younger age groups.

**Approach to employment provision**

**4.49** To maintain commercial activity and attract new businesses, sufficient development must be permitted to attract investment, increase levels of economic activity and ensure that there is a skilled and flexible workforce. Development through the planning system will be complemented by other public policy measures delivering regeneration; for example working with partners in tackling the under-utilisation of some properties or retraining to improve the skills of the local workforce.

**4.50** The 2013 Core Strategy set out under 'Strategic Need A' that one of the key aims is *"to deliver a flexible supply of employment land in terms of location, size and type";* and policy SS2 specifically identified a target of approximately 20ha (gross) to be delivered between 2006/07 and 2025/26 inclusive.

**4.51** As part of the preparation of the Places and Policies Local Plan, the Employment Land Review (ELR) (Lichfields, 2017) assessed the future requirements for office and industrial employment uses to 2026. The ELR considered three different scenarios for office and industrial uses (labour demand, past completion rates and labour supply).

- For office uses, the labour demand and supply scenarios indicated that there was a need to plan for approximately 19,000 sqm of office space. The past completion scenario suggested a declining requirement which reflected recent losses in office space as a consequence of changes to permitted development rights allowing the conversion of office space to residential use; and

4 National Planning Policy Framework, Ministry of Housing, Communities and Local Government, July 2018, paragraphs 65-66.

- For industrial uses, the labour demand and supply scenarios indicated that there was no requirement for further industrial space. However, notwithstanding the long-term decline of industrial jobs in the district, recent development activity indicated that there remained a requirement for some industrial floorspace at a relatively modest level (around 15,500 sqm based on the past completion scenario).

**4.52** Regarding the existing supply, the ELR found that generally the district's employment sites showed good activity and low vacancy rates. In particular, a low level of vacancy was evident among industrial sites, demonstrating that much of the current industrial stock was meeting a need in the market. This included good occupancy at lower quality sites, with high demand at the lower end of the rental market. Overall, occupancy levels in the office market appeared to be lower than the industrial market.

**4.53** The ELR concluded that, based on the current supply of employment space from planning permissions and allocated sites (some 50,825 sqm of office development and 97,745 sqm of industrial development), there was a sufficient supply of space to meet the estimated office and industrial requirements under all scenarios to at least 2031.

**4.54** Nevertheless, the ELR also stressed that the district's strategic employment allocations need to be well connected with key motorway junctions and/or transport hubs in order to maximise opportunities for their delivery. There were also some concerns around:

- The balance between limited supply in Folkestone, which exhibits the strongest demand, and the rest of the district; and
- The quality of available employment sites.

**4.55** These considerations will be closely monitored to see if further intervention, beyond the protection and allocation of land through Places and Policies Local Plan polices E1 and E2, is necessary. The ELR particularly recommended the regular assessment of sites and the preparation of an employment land trajectory through the council's Authority Monitoring Report (AMR).

**4.56** The Employment Opportunities Study (Lichfields, 2018) examines the employment opportunities and growth sectors that could be harnessed through the creation of a new garden settlement in the North Downs Area (through policies SS6-SS9). The delivery of a garden town will provide significant opportunity for innovative types of employment development, that are 'super-connected' and which could form a cluster of excellence around junction 11 of the M20 and Westenhanger station. Masterplanning of the settlement will need to reflect the findings of the study, to ensure the settlement maximises employment opportunities within both existing and emerging key sectors, and provides for interim uses that support the growing town.

**4.57** An Employment Land Needs Assessment (ELNA) has been completed (2018) to supplement the conclusion and recommendations of the 2017 ELR and Otterpool Park Employment Opportunities Study and inform the preparation of the Core Strategy Review. The update sets out district-wide growth projections and employment land requirements over the period to 2037 by drawing on the latest population projections and economic forecasts. It also provides estimates of employment land needs for the district and the garden town specifically, based on different assumptions about where growth and demand could come from.

**4.58** In terms of new jobs growth, the update forecasts a much lower level of job growth on an ‘average per annum basis’ than the 2017 study, albeit covering different periods of time and an end year of 2037. The latest forecasts imply growth of 237 jobs a year (between 2018 and 2037) compared with 445 jobs a year (between 2006 and 2026) in the 2017 ELR. Translated into net floorspace requirements, baseline jobs growth forecasts district-wide indicate a total demand for all non-retail employment uses (e.g. falling within use class E, B2 and B8 and sui generis categories) of 16,360 sqm net. This figure is based on a requirement for 24,750 sqm of office floorspace, offset by an 8,390 sqm reduction in manufacturing and distribution floorspace.

**4.59** Given that recent development activity has indicated that there remains a requirement for some industrial floorspace, the council intends to plan positively for manufacturing and distribution uses within the district. Therefore, the Core Strategy Review will seek to meet non-retail employment uses of 40,250 sqm based on the 24,750 sqm of office floorspace identified by the ELNA (2018) and 15,500 sqm industrial floorspace identified by the ELR (2017) through the implementation of Policies E1 and E2 of the Places and Policies Local Plan.

**4.60** As outlined in the Employment Opportunities Study, however, the creation of a new garden settlement offers a clear opportunity to plan for a higher level of employment growth to accommodate wider growth and inward investment opportunities that exist across the wider district, elsewhere in Kent and beyond. Adopting a labour supply scenario for the new settlement indicates that 4,770 new jobs should be planned for by 2037, leading to a requirement for around 36,760 sqm of the same types of employment floorspace or 8.1ha of employment land.

**Approach to retail provision**

**4.61** The Folkestone & Hythe Retail and Leisure Needs Assessment (Lichfields, 2018) undertook a partial update of the Town Centres Study (PBA, 2015). This took account of changing retail trends, particularly the increase in online shopping and other 'special forms of trading', and the growth of population to provide district-wide retail capacity projections and needs assessment for the Core Strategy Review plan period to 2036/37.

**4.62** New retail space needs to be planned for to meet the changing demands of the existing population and the needs of new households. This will ensure that the district's retail centres retain existing trade and generate new jobs and economic activity, so that this spending is not lost to competing centres elsewhere. It also helps to reduce journeys, so that local people can meet their needs close to where they live and are not forced to travel long distances for shopping.

**4.63** The Retail and Leisure Needs Assessment (2018) was revised by the Retail and Leisure Needs Assessment (2019) which applied higher population growth figures. The updated study indicates that there is a total need for around 35,700sqm (gross) of retail floorspace within the district over the plan period, this is broadly similar to the need identified by the 2013 Core Strategy (although over a different time period). The need for convenience floorspace (everyday items, including food), comparison floorspace (occasional and special items) and food/beverage is set out in Table 4.1 below.

**4.64** Policy SS2 seeks to meet this employment and retail need over the plan period. Retail is, however, a highly volatile sector, as shown by the failures of many well-known high street names in recent years. The council will therefore review the retail capacity of the district every five years: future studies will be material considerations in determining planning applications and, if the studies indicate major changes in retail needs, they may trigger a partial review of policies within the plan.

**4.65** The retail need will be met by developments within existing centres in the district, particularly Folkestone town centre (identified as a strategic town in the district settlement hierarchy), and in the new garden settlement.

**Table 4.1 Folkestone & Hythe District Retail Floorspace Capacity (sqm gross)**

| **Floorspace (district-wide)** | **Cumulative totals** | | | |
|---|---|---|---|---|
| | **2022** | **2027** | **2032** | **2037** |
| Convenience goods | 1,100 | 2,700 | 4,600 | 6,500 |
| Comparison goods | 1,500 | 6,900 | 14,700 | 23,300 |
| Food/beverage | 900 | 2,500 | 4,100 | 5,900 |
| Totals | 3,500 | 12,100 | 23,400 | 35,700 |

## Policy SS2

**Housing and the Economy Growth Strategy**

The core long-term requirement is to deliver 738 dwellings (Class C2/C3) a year on average from 2019/2020 to 2036/37, a total requirement of 13,284 new homes over the plan period. This will be achieved by major strategic growth in the district including the delivery of a new garden town, as well as a number of small- and medium-sized sites as allocated in the Places and Policies Local Plan. In order to meet the total housing requirement over the plan period, a stepped approach to housing delivery will be implemented encompassing four phases, as set out in Table 4.2; this acknowledges the significant change in the district's housing requirement and the phased delivery of the new garden town.

Allied to this rate of housing delivery, business activity and the provision of jobs will be facilitated through supporting employment opportunities in the garden settlement, existing town centres, the protection of sufficient employment land across the district, allocations and delivering rural regeneration (especially in the south and west of the district).

**Table 4.2**

| Development Types | Target amount of additional development 2019/20 - 2036/37 | Delivery of plan period |
|---|---|---|
| Housing (Classes C2/C3) | Minimum of 13,284 dwellings delivered in four phases as set out in the right hand column. | A requirement is set to deliver land for an average of 738 dwellings a year over the plan period (18 years). This is to be delivered in four phases as follows:<br>• 2019/20 to 2023/24 – 622 dwellings a year<br>• 2024/25 to 2028/29 – 885 dwellings a year<br>• 2029/30 to 2033/34 – 730 dwellings a year<br>• 2034/35 to 2036/37 – 700 dwellings a year |
| Employment (offices, research and development, light industry, Class B2 and Class B8) | • Approximately 8.1 ha strategic employment allocation at new garden settlement (36,760 sqm floorspace)<br>• Employment sites in Places and Policies Local Plan policies E1 and E2 | Targets to be monitored and employment/retail needs to be reviewed every five years. Any future studies will be a material planning consideration and may trigger a review of relevant plan policies. |
| Goods Retailing (retail and food/beverage uses excluding financial and professional services) | Approximately 35,700 sqm gross, comprising:<br>• 6,500 sqm convenience goods floorspace;<br>• 23,300 sqm comparison goods floorspace; and<br>• 5,900 sqm food/beverage floorspace | |

Provisions to ensure the effective implementation of this policy are detailed in section 5.3.

**4.66** SS2 primarily addresses Core Strategy Review aims under the following Strategic Needs: A, C and D.

**4.67** The table below shows how the housing requirement to 2036/37 will be met. Due to the scale of strategic allocations (policies SS6-SS11) and need for phasing with infrastructure, they will play a medium- and long-term role in maintaining housing supply.

**Table 4.3 How the housing minimum requirement will be delivered through the plan period**

| Source | Contribution (net dwellings) |
|---|---|
| Delivery through the allocated garden settlement over the plan period 2019/20 to 2036/37[(1)] | 5,593 |
| Delivery through the further expansion of Sellindge [(2)] | 350 |
| Delivery through allocated development sites (remaining Core Strategy Policy CSD8 and Places and Policies Local Plan allocations) without planning permission.)[(3)] | 1,610 |
| 'Windfall' sites - allowance of 95 units per annum for 13 years[(4)] | 1,235 |
| Delivery (minimum) through extant planning permissions and sites under construction.[(5)] | 4,619 |
| **Total 2019/2020 – 2036/37 (minimum)** | **13,407** |

1. Core Strategy Review Policies SS6-SS9
2. Core Strategy Review Policy CSD9 (second phase)
3. 5 per cent deducted from Places and Policies allocations without full planning permission to take account of non-delivery (excludes Core Strategy Review Policy CSD8).
4. Windfall development accounts for the housing delivery arising from small and medium sites of one to nine dwellings. Evidence from the years 2012/13 to 2018/19 indicates an average of 97 dwellings from windfall development per annum. Early years have been discounted to avoid double counting with existing planning permissions.
5. 5 per cent deducted from sites where construction has not started to take account of non-delivery (excludes strategic allocations).

**4.68** Table 4.3 shows the different components of the housing land supply over the Core Strategy Review plan period, including allocations in the Places and Policies Local Plan, existing planning permissions, 'windfall' delivery (small sites of 1 to 9 dwellings) and the strategic allocations in this plan. A cautious approach has been taken, with deductions made for the possible non-delivery of sites (where planning permissions lapse, sites are developed for fewer homes than anticipated or some homes are completed beyond the plan period) and a conservative estimate has been made for windfall development. It is estimated that a minimum 13,407 new homes will be delivered over the plan period, exceeding the requirement of 13,284 currently set by the Government's national formula for housing need.

**4.69** Housing policy can contribute directly to securing employment, with the approach to the type of dwellings important (CSD1 and CSD2). The size and design of housing should tackle the requirement for accommodation for families and working age people and allow independent living for older people. Further lower-cost housing is critical to meet housing needs, and this should include a mix of tenures to support low-income households.

## 4.3 Place Shaping and Sustainable Settlements Strategy

**4.70** The following policy sets out key local principles for the location and design of proposed development, so that these strategic issues are considered collectively at an early stage.

**4.71** Development is channelled to existing settlements and the new garden settlement in the North Downs Area, not only to help protect the district's specially designated countryside, but also to shape distinctive places and maximise infrastructure potential. The long-term roles of many settlements should also reflect provision in towns and villages nearby and in adjoining districts.

**4.72** The following settlement hierarchy provides a framework to accommodate change, to clarify places not regarded as countryside, to guide regeneration and to co-ordinate development decisions.

**Table 4.4 District Settlement Hierarchy**

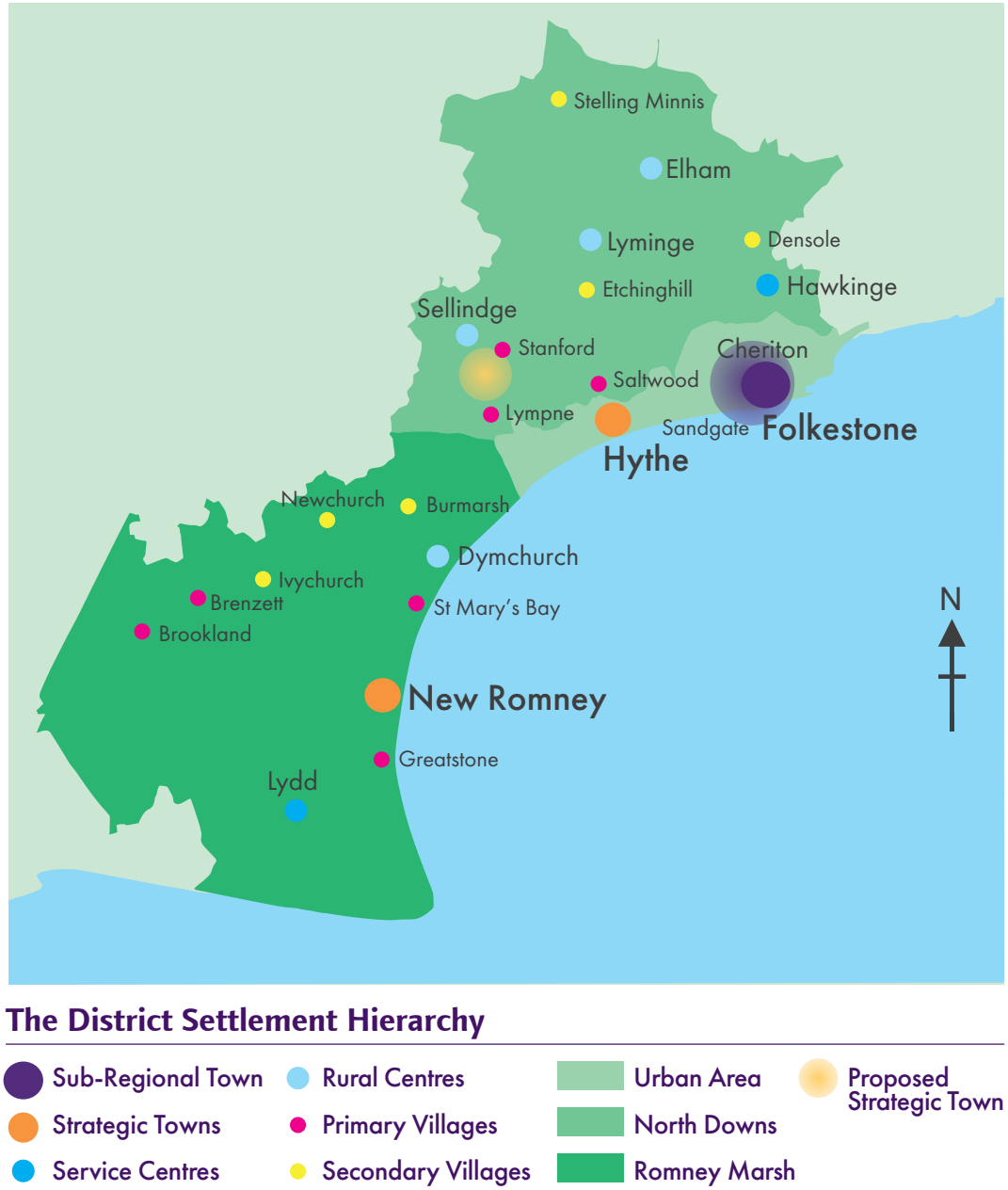
| Status and Strategic Role | Urban Area | Romney Marsh Area | North Downs Area |
|---|---|---|---|
| The Sub-Regional Town: To accommodate substantial residential, commercial and social development. To provide improved (inter-) national transport links, and a good choice of employment, retail, cultural/leisure and public services for the whole of the district, adjoining districts and visitors | Folkestone (incorporating Cheriton and Sandgate) | | |
| Strategic Towns: To accommodate significant development – in so far as consistent with maintaining historic character – appropriate to the needs of their wider hinterlands, and maintaining the viability of their local transport hubs, Town Centres and higher-order tourism, employment and public services. | Hythe | New Romney Town (incorporating Littlestone-on-Sea) | New garden settlement (North Downs Area) |
| Service Centres: To accommodate development appropriate to the district and the centre's own needs, in order to grow and consolidate their position as centres serving the local hinterland with shops, employment and public services. | | Lydd Town | Hawkinge |
| Rural Centres: To develop – consistent with enhancing the natural and historic environment – in a manner that supports their role as integrated tourist and local centres providing shops and services for a significant number of residents, visitors, and also for other villages in the North Downs or Romney Marsh. | | Dymchurch | Elham, Lyminge, Sellindge |
| Primary Villages: To contribute to strategic aims and local needs; and as settlements with the potential to grow and serve residents, visitors and neighbourhoods in the locality with rural business and community facilities. | | St Mary's Bay, Greatstone-on-Sea, Brookland, Brenzett | Lympne, Saltwood, |
| Secondary Villages: To continue to provide crucial rural facilities to visitors and their own residents and workforce, in line with local needs, their environment, and role as relatively small country settlements. | | Ivychurch, Newchurch, Burmarsh | Stelling Minnis, Densole, Etchinghill, Stanford |

**4.73** This settlement hierarchy is intended to concentrate development in selected locations across the district, maximise use of existing infrastructure and support business and community facilities. It will also deliver land and resources for strategic needs. The settlement hierarchy should be used throughout planning, investment and infrastructure development processes. It includes the proposed new garden settlement in the North Downs Area.

**4.74** To maintain the character and integrity of the countryside, and protect small rural places, the extent of existing and proposed settlements is defined through boundaries separating settlements from open countryside.

**4.75** Focusing attention on these places protects the open countryside, particularly that covered by strategic constraints, and also seeks to create sustainable places. A complementary mix of uses within an area minimises the length of journeys to services and employment, and other regular trips, and increases the proportion of people who can travel healthily by walking or cycling. Alongside more efficient use of energy in buildings, minimising the number and length of car trips will help to reduce carbon emissions and the local contribution to climate change. Figure 4.2 and Table 4.4 identify the settlement hierarchy for the district, demonstrating that communities are recognised and supported across the district, including essential higher-order settlements in the Romney Marsh and North Downs Areas.

**Figure 4.2 District Settlement Hierarchy**




**4.76** Many of the larger settlements (as well as some distinct neighbourhoods within towns) benefit from recognised centres where a sense of place and economic vibrancy is particularly strong. Their economic role is supported in SS4.

**4.77** Given the importance of defined settlements and the proportionate approach to future needs behind the hierarchy, it can also be used for targeting new social, community and green infrastructure improvements. This ensures not only that the local population can support the viability of services, but also, for those who have to travel further, that there is much more likely to be a practical choice of transport modes (see policy SS5). Nevertheless, planning must reflect the predominantly rural nature of the district, and provision could also meet the collective needs of more isolated communities through focusing on locations best placed within clusters of villages.

**4.78** The settlement hierarchy will underpin planning decisions, help implement the Core Strategy Review and guide future plan-making, with the following implications:

- Strategic Towns: Existing important and well-served settlements are expected, along with Folkestone as the Sub-Regional Town, to be suitable for expansion from their current built limits. There will be a new garden settlement within the North Downs Area, designed on garden settlement principles (policies SS6-SS9). The district spatial strategy in SS1 is for managed growth of these settlements sufficient to meet strategic needs and subject to environmental impact. Major growth will predominantly be delivered through specific development allocations.

- Service Centres: These key settlements have played a significant role in the district's development and include some significant opportunities, but they should be delivered without a substantial expansion of the outer extent of their built environment.

- Rural Centres and Primary Villages: These are larger or better-served rural settlements within their character area, and as a group of locations there may be potential – subject to further examination of environmental impact – for modest expansion from their current built limits to meet rural development needs. There is a particular contrast in size between the largest and smallest settlements in these categories, so any growth should be proportionately limited in scale and well-related to the existing built environment and infrastructure. Neighbourhood plans are particularly encouraged in these locations to define locally preferable development, although they have not been relied on in meeting the development requirements within the Core Strategy Review.

**4.79** As part of this approach to encouraging positive change, the strategy supports development which enhances a sense of place. This place-shaping entails facilitating development where the quality of life and the physical environment is lower, for example in terms of landscape value, and only encouraging development in locations of high townscape, strategic landscape, established historic or biodiversity value where it reinforces or contributes to local character and sustainability. The strategic approach to growth taken in this plan is underpinned by a district-wide study to ensure that the approach delivers sustainable development, capitalises on existing infrastructure investment and protects the highest value and designated landscapes.

**4.80** Alongside a focus on distinctiveness, the objective is for a higher-quality environment and a more complete range of services for residents and visitors. Development needs to ensure services are maintained or expanded, and the prosperity and vibrancy of neighbourhoods is enhanced.

**4.81** The place-shaping of developments requires consideration of the wider character of the area as well as reference to the immediate locality or neighbourhood. This applies to strategic features, such as the Kent Downs AONB, where the specific design advice should be applied to protect the landscape. The principle also incorporates the coastal setting, watercourses and topography of the district that result in widespread areas of potential flood risk. Responding to this risk is vital, especially taking into account the potential implications of climate change and sea level rise.

**4.82** Close attention will be paid to minimising hazards and flood risks in line with national policy using the sequential approach. It is critical that, where possible, development is directed away from those areas identified as facing greatest hazards in the Strategic Flood Risk Assessment (SFRA)[5] should a flooding event occur. A high priority will be placed on upgrading flood defence infrastructure (see SS5). The sequential approach is to take into account all forms of flooding.

**4.83** Residential development within Flood Zones 2 and 3 will be necessary to support sustainable growth, subject to the principles of the spatial strategy, CSD5 and national policy. Developments at risk of flooding must consider alternative locations that may minimise risk (the sequential approach). If within the Romney Marsh, the Urban Area, or the North Downs Area, there are locations that are in a Flood Zone of lesser risk that could provide a similar development, then the presumption should be that the development should be refused. If no

5 Herrington Consulting (2015) Strategic Flood Risk Assessment

suitable site outside Flood Zone 2 or 3 is available, then consideration should be given to minimising hazards to life and property utilising the SFRA. This identifies and grades large parts of central and western Romney Marsh where flood hazards exist, but the threat posed in a flooding event is less than extreme.

**4.84** Specific provisions are set out in policy SS3 drawing from the SFRA in relation to proposals such as replacement dwellings. For safety reasons it is unlikely that single-storey dwellings are appropriate in areas of flood risk. Particularly close attention should be given to 'high vulnerability' proposals in flood zones, including caravans and mobile homes for permanent residential use.

**4.85** This plan has made provision for strategic development through a study to identify suitable land across the district. However, other new major proposals could potentially emerge after the adoption of this plan. If these proposals (including development scale, uses and form) address strategic district needs (or wider) – and not purely local issues arising from within the applicable character area – then they should be considered on a district-wide flood risk basis and must fully meet national policy.

**4.86** Development will be promoted in policy SS3 using the principles of protecting places, avoiding hazards and allowing for adaptation, operating within the three character areas. This will be delivered through high-quality and sustainable design; protecting the countryside and natural and historic environments; applying a sequential approach for developments at risk of flooding or at risk of impacting adversely on viability; and promoting the efficient use of land that is well-related to settlements, previously developed or well-served by a choice of transport modes.

**4.87** The location and design of development should integrate with settlements, ensure more efficient use of natural resources and management of risks, and reflect the community and future occupiers. To achieve this developments should be planned with close regard to their contribution to the place in question from environmental, social and economic perspectives.

## Policy SS3

**Place-Shaping and Sustainable Settlements Strategy**

Development within the district is directed towards existing sustainable settlements and a new sustainable garden settlement south of the M20 near Westenhanger to protect the open countryside and the coastline, in accordance with policy SS1. Change in settlements will be managed to contribute to their role within the settlement hierarchy (Table 4.4) and local place-shaping objectives, to promote the creation of sustainable, vibrant and distinct communities.

The principle of development is likely to be acceptable on previously developed land within defined settlements, provided it is not of high environmental value. All development must also meet the following requirements:

a. The proposed development should not be of a size, scale and nature that is disproportionate to the level of services which the settlement is capable of providing and should preserve the character of the settlement and maintain its status in the settlement hierarchy.

b. For development located within zones identified by the Environment Agency (EA) as being at risk from flooding, or at risk of wave over-topping in immediate proximity to the coastline (within 30 metres of the crest of the sea wall or equivalent), site-specific evidence will be required in the form of a detailed flood risk assessment. This will need to demonstrate that the proposal is safe and meets with the sequential approach within the applicable character area (Urban Area, Romney Marsh Area or North Downs Area), and where applicable, the exception tests set out in national policy utilising the current applicable Strategic Flood Risk Assessment (SFRA). A site-specific flood risk assessment may be required for other sources of flood risk as identified within EA surface water flood mapping. Development must also meet the following criteria as applicable:

   i) no residential development, other than replacement dwellings, should take place within areas identified at “extreme risk” as shown on the SFRA 2115 climate change hazard maps;

   ii) all applications for replacement dwellings, should, via detailed design and the incorporation of flood resilient construction measures, reduce the risk to life of occupants and seek provisions to improve flood risk management; and

   iii) strategic-scale development proposals should be sequentially justified against district-wide site alternatives

c. A design-led and sustainable access approach should be taken to density and layout, ensuring development is suited to the locality and its needs, and transport infrastructure (particularly walking/cycling). Efficient use should be made of central land in town centres or in easy walking distance of rail and bus stations, with appropriate redevelopment of complementary uses above ground floor retail, leisure or other active uses, to directly support the vitality of centres.

d. Proposals should be designed to contribute to local place-shaping and sustainable development by:

   i) preserving and wherever possible enhancing statutory and non-statutory listed buildings, monuments and conservation areas and other key historic features of conservation interest and their setting; and

   ii) including sustainable construction measures, measures to optimise water efficiency and (in cases of new-build development), measures to optimise energy usage from renewable and low carbon sources.

e. Development must address social and economic needs in the neighbourhood and not result in the loss of community, cultural, voluntary or social facilities (unless it has been demonstrated that there is no longer a need or alternative social/community facilities are made available in a suitable location).

**4.88** SS3 primarily addresses Core Strategy Review aims under the following Strategic Needs: A, B, C and D.

**4.89** Towns and villages will be planned to accord with the settlement's strategic role and enhance its sense of place. Infrastructure requirements (see policy SS5) should be planned in early. Particular emphasis will be placed on distinctive design that responds to local character while still being innovative and delivering sustainable buildings in which people of all ages and mobility can live and work.

**4.90** Development must respect and enhance the character of historic and/or coastal settlements and landscapes[(6)]; and in all instances a high-quality built environment and green infrastructure uses should be created (see CSD4) which promote security and a sense of place and community.

**4.91** The Kent Design Supplementary Planning Document (SPD) offers a useful framework for building a sense of place into design, and illustrates good examples of layout, the pattern of streets, housing types and parking management. The public realm should be 'people friendly' and not dominated by the car; the needs of pedestrians and cyclists should be placed at the heart of design and addressed in the Design and Access Statements of planning applications. The Places and Policies Local Plan sets out detailed design policy, including reference to national standards, including Building for Life 12, that when followed will ensure good design can be achieved. Proposals within the Kent Downs AONB should follow the guidance and principles set out in the Kent Downs AONB Management Plan and its associated Design Guidance. The new garden settlement will achieve the highest quality of design, landscape and townscape, providing local distinctiveness and character that draws from the surrounding countryside, vernacular and heritage. This approach is explored further in the Charter for Otterpool Park.

**4.92** There is an increasing range of mechanisms available to local communities to plan for their own places, alongside district-wide planning. The council will support initiatives, especially where they help deliver the aims of the Core Strategy Review and there is a good prospect of the community successfully implementing plans for sustainable development.

**4.93** Positive proposals have emerged from local communities in the district, including to support the sense of place in Sellindge, which is proposed to be further extended within this plan (see policy CSD9). Neighbourhood plans and other community-led development will be supported, and the settlement hierarchy provides guidance for rural settlements where community-led planning could be particularly suitable. Alternative local documents, such as a Village Design Statements or the planning-related elements of Parish Plans, may also be beneficial. Provided the requirements for Supplementary Planning Documents are followed, and proposals align with the district's development plan, these may be adopted by the council and become material considerations in determining planning applications.

**4.94** Development should address the social needs of occupiers and neighbourhoods, contributing to vibrant and mixed places, and should contribute to the provision or direct support of community facilities in line with SS5. It is appropriate for the planning system to protect facilities that are cherished and needed within the neighbourhood. The long-term needs of future occupiers should be addressed in designs, enabling flexible use and adaptation to reflect the changing lifestyles and needs of occupants (see policy CSD2), the protection of residential amenity and the creation of a sense of security.

**4.95** It is also increasingly critical that new buildings perform more efficiently in their use of natural resources. It is not the purpose of planning policy to duplicate the provision of Building Regulations; these provide a national minimum level of performance on some aspects of sustainable construction, including water and energy efficiency. In line with national policy, local plans can – on the basis of local evidence – provide a framework for improved design requirements in relation to the most critical local needs. Water and energy usage are

6 See also key historic features of interest shown in Figure 5.1 (section 5.1).

particular concerns in the district, and these are primarily addressed in policy CSD5 and the Places and Policies Local Plan, while policies supporting the delivery of the garden settlement provide site-specific requirements to ensure delivery of an exemplar project.

**4.96** New-build development must include appropriate sustainability measures, seeking to maximise energy efficiency and reduce water consumption (see policy CSD5 and the Places and Policies Local Plan), and should seek to deliver the highest viable standards of construction. The refurbishment of existing building stock will be encouraged and should, where possible, incorporate sustainable design and construction techniques to improve environmental performance.

**4.97** Designs should seek to increase the use of natural lighting, heating and ventilation and take a 'fabric-first' approach to reducing energy demand. During the build-out stage there are also opportunities for increased recycling of construction and demolition waste, the preservation of soil and the procurement of low-impact and locally-sourced materials and native species.

**4.98** The council will keep sustainable design requirements under review to ensure that new development is built to appropriate standards having regard to best practice, Core Strategy Review aims and national policy. The garden settlement will achieve the highest possible standards for energy and water efficiency, with an overall aspiration towards carbon and water neutrality.

## 4.4 Priority Centres of Activity Strategy

**4.99** The following policy sets out the council's approach to places at the heart of settlements or those central to future prosperity, such as town centres, to promote active places throughout the district.

**4.100** Economic development and prosperous neighbourhoods are essential, not least to help overcome problems in deprived communities. The district's assets and points of competitive advantage can attract investment and support existing business and start-up enterprises; businesses often seek convenient attractive locations in or around town centres, or to cluster with other concentrations of economic activity. These mixed-activity places can complement and bring together neighbourhoods, offering vibrancy and a range of job opportunities.

**4.101** Locations with retail centres, shopping streets, mixed inner urban areas, business parks and industrial estates at their core are therefore identified as potential priority centres of activity.

**4.102** Town and village centres play a critical role in anchoring the character and economy of settlements. Many centres have remained resilient to change over long periods, providing a sense of history as well as meeting economic and community needs. Although Folkestone's town centre has shifted slightly inland over time, most of the district's towns have retained their central focal point despite the decreasing importance of maritime activity and the growing influence of railways and roads over the form of settlements.

**4.103** There has been general growth in a variety of business activities on the edge of towns, and perhaps less of a range of trade in central areas, with growing competition from services such as shopping on-line. Similarly industrial functions face particular competition and challenges to remain viable. These business locations require management as other land uses (sometimes commanding higher monetary returns) put pressures on their health, with the potential for them to be wholly undermined.

**4.104** Town and local centres still retain a strong practical and symbolic significance. This is largely due to their proximity to many residents, provision of public transport, cultural and community services, public spaces and features of historic interest. These features are often particularly valued by visitors, although wider awareness of the appeal of some of the district's market towns is perhaps limited.

**4.105** The place-shaping and community-building roles of town and local centres are allied with the benefits of minimising dependence on the private car to access shops and services. Accordingly, their vitality and viability is supported in national policy. Clusters of industry also shape places by providing jobs in convenient locations for the workforce and practical services supporting other businesses and residents.

**4.106** As concentrations of activity and interest, these areas are where people meet face-to-face (by accident or arrangement). This is particularly likely in many of district's historic centres originally built to a modest human scale, or those which have evolved on a simple layout such as a linear high street. At a different scale similar principles can apply to smaller centres within individual neighbourhoods or villages, underpinning quality of life and essential services, and these should also be recognised and supported.

**4.107** To guide planning, investment and place-shaping, the general distribution of settlements with major employment sites and economic (retail) centres across the district is outlined below (Table 4.5)[7].

**Table 4.5 Priority Centres of Activity Network**

| Location and Development Purpose | Urban Area | Romney Marsh Area | North Downs Area |
|---|---|---|---|
| Major Employment Sites: To protect and provide premises for light industrial, Class B2 and Class B8 type uses suitable to the needs of the district's businesses and inward investors. | Sites in Folkestone and Hythe | Site at New Romney, sites in Lydd | Site at Lympne, site at Hawkinge, sites within new garden settlement |

7 The current geographic extent of identified economic sites and centres is shown on the Policies Map.

| Location and Development Purpose | Urban Area | Romney Marsh Area | North Downs Area |
|---|---|---|---|
| Town Centres: To accommodate the majority of identified needs for retail, office and leisure uses in the district through new development to improve their vitality, public realm, mix of uses, and daytime and evening economy. | Folkestone (main town centre) and Hythe | New Romney | New garden settlement |
| District Centres: To accommodate appropriate development to maintain their mix of uses and improve their vitality, viability and public realm. | Cheriton | Lydd | Hawkinge |
| Local Centres: To protect crucial services and accommodate development that maintains their viability for residents and visitors. | Sandgate village, other neighbourhood parades | Dymchurch | Lyminge, Elham, Sellindge, sites within new garden settlement |

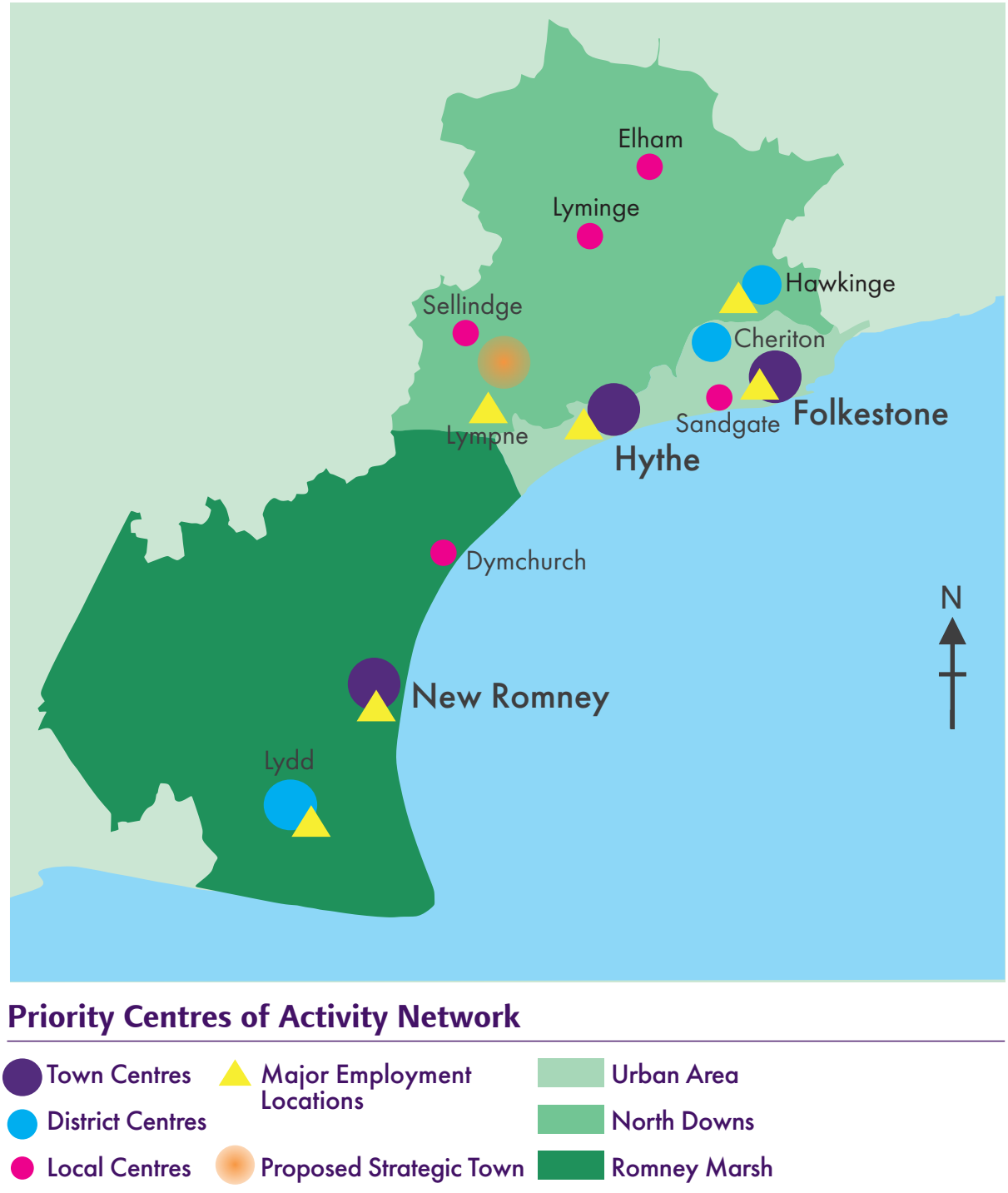
**4.108** Retail centres at the heart of Folkestone, Cheriton, Hythe and New Romney serve a large proportion of the district's population but some shopping expenditure is lost to competing centres (especially Canterbury and Ashford). However, there are sites with potential for redevelopment within the district's centres, particularly within Folkestone around the bus station and existing shop units on Guildhall Street, Gloucester Place and Shellons Street. Long-term scope also exists for the redevelopment of the Sainsbury's store and adjacent areas of Bouverie Place West. The new garden settlement will help to retain local spending, while at the same time being of a scale that would not compete with the larger retail centres of Folkestone, Canterbury, Ashford and Dover and, more locally, Hythe and New Romney.

**4.109** Cheriton and Sandgate in the Urban Area, Lydd and Dymchurch in the Romney Marsh, and Hawkinge, Lyminge, Elham and Sellindge in the North Downs all contain a range of services vital for the district's residents, and often tourists. The degree of choice of shops and services varies, reflecting population density and accessibility, most notably in the Urban Area (the lengthy active frontages of Cheriton contrasting with much smaller but still locally important parades). Nevertheless these centres all offer vital local facilities for day-to-day life, such as Post Offices or healthcare, contribute to their sense of place and minimise the need to travel. These centres, and larger concentrations of services, are appropriate for development that maintains and enhances their role.

**4.110** Figure 4.3 illustrates the range of locations driving the district's economic development.[8]

8 Locations and number of Major Employment Sites relative to centre of settlements is only illustrative.

**Figure 4.3 Priority Centres of Activity Network**




**4.111** With High Speed 1 the prospects for business formation in target creative industries, financial/business services and other services are positive. Along with the provision of suitable new premises for these growth sectors, policies provide protection to resilient local industries, with the objective of building on a diverse economic base.

**4.112** The council's Economic Development Strategy (2015) seeks to boost the local economy and job opportunities through a number of actions, including increasing the supply and quality of employment land by identifying and bringing forward appropriate sites for commercial development, particularly around the district's three junctions with the M20 motorway.

**4.113** This strategy is supported by the Employment Land Review (2017) which identifies several weaknesses of the local economy, including a lack of good quality commercial space that meets modern occupier needs and an absence of strategic road access to much of the district outside Folkestone. These drawbacks have contributed to the district being highly self-contained in terms of local businesses operating in mostly local markets, with little inward investment.

**4.114** The new garden settlement provides an opportunity to deliver a major change to the economy of the district by providing a focus for well-located strategic employment development. The Otterpool Park Garden Town Employment Opportunities Study identifies a range of potential sectors and premises that could be targeted to drive employment growth including advanced manufacturing, a business park, an element of hybrid employment space and dispersed workspaces in local centres. These types of provision are largely absent from the current employment land portfolio and will significantly widen the market appeal of the district for inward investment from other parts of Kent and further afield.

**4.115** However, development should not only take the form of new employment land; the Employment Land Review identified other, more qualitative, business needs. Existing industrial sites require investment with industrial and warehousing-based businesses forming a critical part of the district's economy. New start-up business space and modern offices will also be required over the plan period.

**4.116** Furthermore, attracting office and modern business uses – in particular to Folkestone and Hythe – is strategically significant in stimulating growth and providing additional expenditure to support local retailers. A positive approach to employment-led mixed-use development may help deliver further employment sites and economic development objectives. Similarly there is potential to enrich the appeal of the district's larger centres by extending the hours of activity into the evening through new leisure-based enterprises.

## Policy SS4

**Priority Centres of Activity Strategy**

In focal points for maintaining and developing jobs and services, as represented by the Priority Centres of Activity, development will be encouraged where it complies with national policy and contributes to continued centre viability. Major commercial and employment development should be located in accordance with the Priority Centres of Activity network as shown on the Policies Map and should reinforce the role of the centre. Development in Priority Centres of Activity will be allowed where it does not result in a net loss of on-site non-retail employment uses, and it does not jeopardise the identified commercial purpose of areas set out in the Priority Centres of Activity network (see Table 4.5).

Strategic objectives will be delivered through the following principles:

a. A 'town centre first' policy will operate for applicable uses in line with national policy. Potential town centre activities or those creating significant transport demand, including retail, leisure and major office uses, should be located:

   i) Sequentially, looking firstly at locations within town centres, then on the edge of centres, and only then out of centre with a preference given to accessible sites which are well connected to the town centre; and

   ii) With regard to their impact on the vitality and viability of, and existing, committed and planned investment in, the defined town, district and local centres.

b. For other employment-generating (non-town centre) activities, investment should alternatively be directed to designated Major Employment Sites. If suitable sites are shown to be unavailable and unfeasible within any Priority Centre of Activity, development for employment-generating uses will be acceptable where it accords with Policies SS1, SS3 and CSD3.

c. Sustainable employment development proposals will be encouraged in appropriate locations in areas suffering longstanding deprivation where they increase employment opportunities in the area and contribute to local workforce up-skilling.

d. To deliver commercial regeneration objectives, mixed-use development on employment land may be acceptable in line with the above principles where appropriate new non-retail employment premises are provided and the proposals provide a net gain of suitable local job opportunities, and where it can also be demonstrated that a following criterion is also satisfied (subject to the satisfaction of other site specific policies):

   i) At appropriate older Major Employment Sites, it directly delivers a range of small new and replacement industrial premises more appropriate to local needs; or

   ii) In and on the edge of Town Centres, it provides a significant quantum of small incubation premises/offices designed to meet the needs of indigenous start-up businesses.

All development in Town and District Centres should contribute to a mix of active ground floor uses, with predominantly retail goods frontage shopping retained at the core of centres. Elsewhere in Town Centres an appropriate mix of offices, cultural, community and voluntary facilities, and other shop uses will be permitted; with a limited increase in the proportion of restaurants where they add to the vitality, tourist appeal and evening economy of Town Centres.

**4.117** SS4 primarily addresses Core Strategy Review aims under the following Strategic Needs: A, C and D.

**4.118** The above policy, and Priority Centres of Activity network, will guide plan-making and implementation, and seek to maintain a balance of uses within places and across the district, managing change in line with national policy. Detailed provisions for particular Priority Centres of Activity will be reviewed in a subsequent local plan document, with any adopted changes to the extent of designations shown on the Policies Map.

**4.119** Major Employment Sites: boundaries and sites will be considered with regard to quantitative needs (SS2), national policy, and:

- Their existing or realistic future commercial quality and attractiveness as defined primarily by assessment/criteria in the Employment Land Review[9];
- The need to maintain a sufficient supply of affordable premises for local industry, and to address the employment needs of deprived communities in the vicinity of the site; and
- The desirability of access by a choice of travel modes and of promoting the reuse of previously-developed land before considering 'greenfield' sites.

**4.120** Town Centres: Primary Shopping Frontages have been designated in Folkestone and other town centres on the Policies Map. The purpose of Primary Shopping Frontages is to prevent the loss of retail uses in main shopping streets. (Secondary Shopping Frontages have also been designated within Folkestone Town Centre to support the primary area, providing a wide range of shops, services and restaurants as well as space where more specialist and individual shops can locate to). Folkestone Town Centre is the most sustainable and viable location for major retail, leisure and office development within the district, capable of accommodating substantial commercial growth in line with SS2 and CSD6. The Core Strategy Review will provide for the retail needs of the district by applying the Priority Centres of Activity Network and national policy.

**4.121** District and Local Centres: District and Local Centres are designated on the Policies Map to safeguard the viability and the shopping and service needs of communities in smaller centres. The prospects of delivering development in Sellindge will be reviewed before confirming whether to designate it a Local Centre. Neighbourhood parades in the Urban Area will be protected in line with local evidence.

**4.122** In town, district and local centres development should also foster a sense of vibrancy and place through a mix of public, private and voluntary facilities in accordance with SS3. These services support visitors, as well as local businesses and residents, complementing the tourist attractions and rural appeal of the district (policy CSD3). Modest expansion of existing business sites in sustainable locations outside the Priority Centres of Activity may accord with plan aims, but should be dealt with in accordance with national and local policy.

9 Lichfields (2017)

## 4.5 District Infrastructure Planning Strategy

**4.123** This policy sets out the Core Strategy Review approach to overseeing the delivery of significant infrastructure. Key principles of major infrastructure topics such as transport are outlined.

**4.124** One of the primary tasks of the Core Strategy Review is to co-ordinate the delivery of new or upgraded infrastructure alongside development, particularly in planning for the delivery of a new garden town. Infrastructure can be defined as economic, social or environmental measures that provide critical or necessary support for the sustainable functioning of communities. The district has benefited from some significant infrastructure upgrades including national and international transport connections, major flood defence works, improvements to utility networks, and investment in new educational facilities. This has occurred – and will continue to do so – through a variety of organisations, legal measures and funding sources.

**4.125** It is important that infrastructure is used efficiently, and development must be designed to minimise impacts on essential facilities. It is not always necessary to provide new infrastructure, if demand can be managed or additional capacity can be created. Nevertheless new development will create demand for new social and community facilities and physical infrastructure upgrades at certain locations under the spatial strategy.

**4.126** Not all new infrastructure will be funded through development, although it is likely that the proportion directly financed by central government will fall. The spatial strategy will ensure that a significant element of the new infrastructure required will be derived from development contributions, either in terms of direct on- and off-site investment by developers or by pooled contributions arising from a number of development projects.

**4.127** Before 2016 section 106 legal obligations and agreements with planning permissions were the principal means to secure funding towards part or all of new infrastructure within the district. These developer contributions are subject to tests set out in Planning Practice Guidance and the 2010 Community Infrastructure Levy Regulations. Section 106 agreements are individually negotiated and commonly cover matters such as on-site works, affordable housing, transport upgrades and contributions to social and community infrastructure. The majority of contributions collected in the district - for education, adult social services and youth and community facilities - have up to now been passed to Kent County Council as the leading public service provider in these areas.

**4.128** However the funding arrangements for helping to deliver new infrastructure have changed since the 2013 Core Strategy was adopted. The previous arrangement for collecting contributions through section 106 agreements and obligations has been scaled back[(10)]. In place of this, the council has developed a Community Infrastructure Levy (CIL) Charging Schedule for the district. CIL is a flat-rate levy, with charges based on the size, type and location of new development, as a set charge per square metre of new floorspace. CIL charges for the district came into effect on 1 August 2016. The CIL charge is in addition to any site-specific planning obligations required to mitigate the direct impacts of a development. More information on CIL can be found on the CIL pages of the council's website. The different types of infrastructure to be funded from CIL and from site-specific planning obligations are set out in the council's Regulation 123 List (June 2016).

**4.129** When planning permission is granted a CIL liability notice is issued setting out the levy due when development is started, the payment procedure and the possible consequences of not following the procedure.

**4.130** As well as developer finance through section 106 and CIL, the council will consider funding for infrastructure through other sources, such as partnership agreements with statutory agencies, central government grant allocations and bidding mechanisms such as the Housing Infrastructure Fund (HIF). In March 2018 the Government announced that Kent County Council had not been successful in the first stage application for forward funding from the HIF to support infrastructure delivery for the new garden settlement. The district council will continue to work alongside Kent County Council to monitor the position.

10 For any one specific infrastructure item, there is a maximum of five contributions possible from section 106 agreements and obligations, so for infrastructure needs that arise from developments over a wide area, section 106 contributions are not being used; however, the government is currently reviewing this arrangement

**4.131** Critical and necessary infrastructure needed to support the spatial strategy is set out in the Infrastructure Delivery Plan. All projects highlighted are important, however, critical infrastructure is outlined in order to assist with the delivery of the Core Strategy Review and to provide initial guidance for planning and investment decisions. The policy below allows more detailed and financially specific provisions to be made through CIL, while addressing priority requirements flowing from the spatial strategy and strategic allocations.

**4.132** Infrastructure planning as set out in the Core Strategy Review and CIL requirements provides – along with the development plan's growth as a whole – additional certainty for other strategies and programmes. For instance, the early identification of a project enables forward planning by infrastructure funding bodies and utility companies, and can be used to support bids to regulators and other organisations. This maximises the opportunities for securing funding and helps ensure the Core Strategy Review delivers its strategic objectives, with infrastructure provided when needed.

## Policy SS5

**District Infrastructure Planning**

1. Development should provide, contribute to or otherwise address the district's current and future infrastructure needs. Infrastructure that is necessary to support development must exist already, or a reliable mechanism must be available to ensure that it will be provided at the time it is needed.

2. The Community Infrastructure Levy (CIL) has been introduced to ensure that, alongside Section 106 contributions, resources are in place sufficient to meet the infrastructure needs of the district in line with the growth provisions of this strategy. CIL applies to all qualifying forms of development across the district, and a meaningful proportion of levy revenues raised in each neighbourhood will be used to deliver infrastructure within that neighbourhood. Developer contributions through specific legal agreements will continue to be negotiated taking appropriate account of the development's viability for required local infrastructure (including facilities essential for development to take place or to mitigate the immediate impact of development).

3. CIL and developer contributions will be used to secure resources contributing towards essential infrastructure needs. Potential infrastructure requirements of this Core Strategy Review are identified in the council's Infrastructure Delivery Plan. Planning permissions will only be granted where suitable developer contributions are secured or are accompanied by a CIL liability notice, and where:

    a. The design of a development aims to reduce unnecessary or unsustainable demands on physical and social/community infrastructure, and environmental or utility network capacity;

    b. Development does not jeopardise current or planned physical infrastructure; and

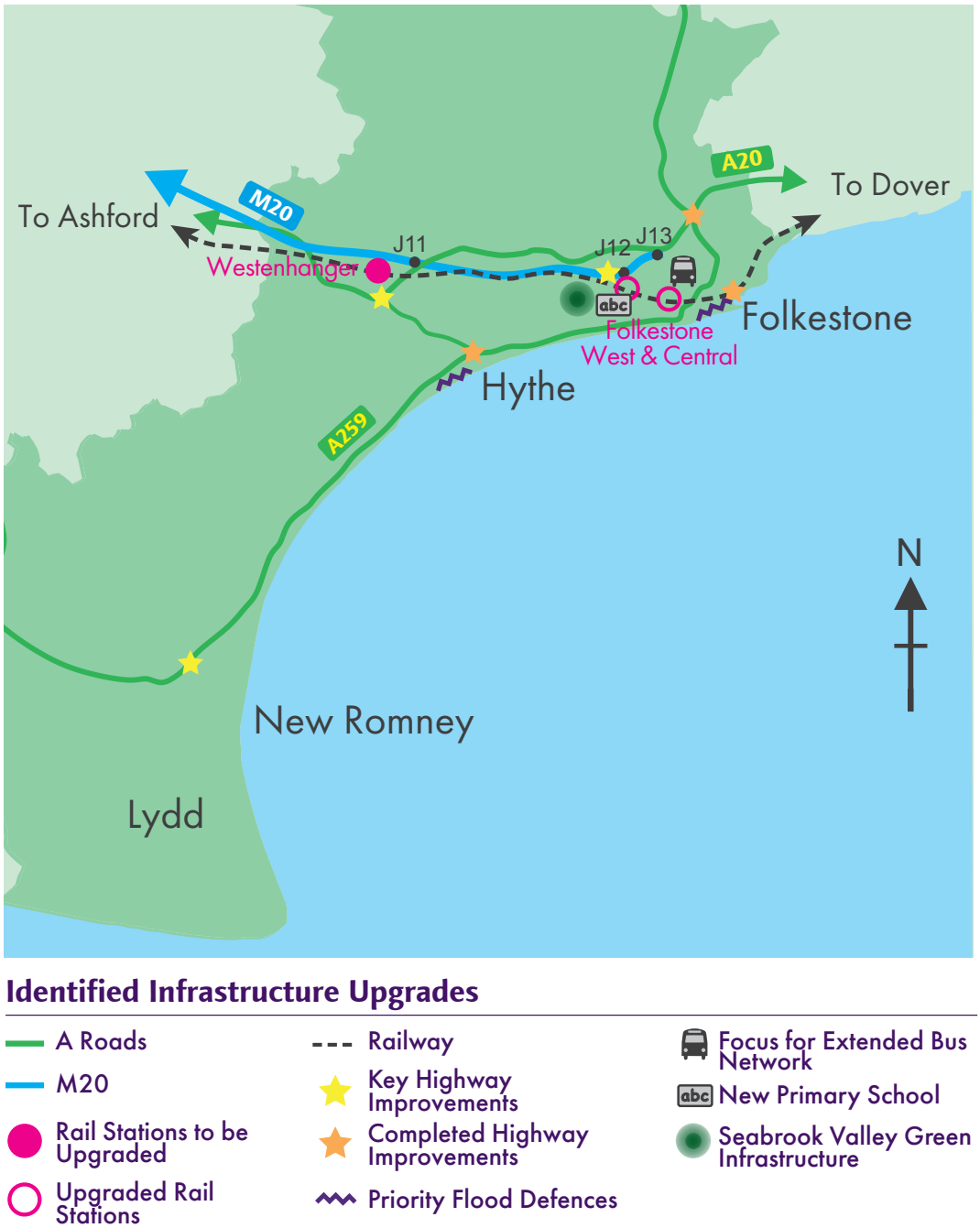
    c. The location, design or management of development provides a choice of means of transport and allows sustainable travel patterns, for pedestrians, cyclists and/or public transport. The travel demand of new development proposals will be considered and managed and tailored solutions will be developed to limit car use generated by new developments. All major trip-generating uses will provide Travel Plans.

4. Where the provision of infrastructure is necessary to facilitate and/or mitigate the impacts of development (including the cumulative impacts of allocated and other developments), developers will be required, where necessary, to provide the necessary infrastructure and/or make a proportionate contribution towards such infrastructure, including circumstances where such infrastructure has been forward-funded from other sources (other than non-repayable public sector funding). Necessary infrastructure will be secured by planning obligations and, where appropriate, other agreements, including Section 278 agreements.

**4.133** SS5 primarily addresses Core Strategy Review aims under the following Strategic Needs: A, B, C and D.

**4.134** These potential major upgrades, most notably in the strategic allocations (SS6–SS11), are illustrated below in Figure 4.4.

**Figure 4.4 Identified Infrastructure Upgrades**




**4.135** In addition to supporting spatial strategy delivery, infrastructure planning will assist in meeting statutory development and environmental requirements, for example green infrastructure provisions necessary under the Habitats Regulations Assessment regime (see policy CSD4).

**4.136** Communication networks are at the heart of the district's future growth. In relation to transport, the district has benefitted from major investment in transport infrastructure connecting it nationally and internationally. The Core Strategy Review seeks to ensure this investment is fully utilised and where required improved to ensure strategic needs are met. In particular infrastructure improvements will be required to the strategic and local road network and Westenhanger Station. The station will require substantial upgrades to form a transport hub, ready for High Speed 1 services to the new garden town and surrounding area as part of a future franchise award.

**4.137** To fully benefit from this economically, and to address social inclusion and environmental objectives, a focus is now needed on the links that serve the interchanges and allow movement from strategic infrastructure to and from homes and businesses. This applies across the district, with significant opportunities to improve connections to railway stations and between settlements within the district and beyond. Accordingly, in implementing travel infrastructure improvements, a spatial focus is advantageous, potentially on the M20 corridor, through rail and more integrated travel solutions that improve connectivity both within and beyond the boundaries of the district.

**4.138** Providing an increased choice of means of travel is integral to long-term development, meeting the district's travel needs, and moving towards a low-carbon and inclusive economy. The spatial strategy focuses on places that reduce demand to travel, particularly by car. Nevertheless it is particularly important that the approach of maximising walking and cycling within settlements is supported through attractive and secure developments and urban environments (policy SS3).

**4.139** A key infrastructure requirement is the provision of broadband technology. This sector is undergoing major changes and the government, through its agency Broadband Delivery UK (BDUK) is supporting investment in improving broadband coverage. The availability, reliability and speed of broadband provision is now a key consideration for house buyers and many view it as essential as the standard utilities. Similarly, it is also a key requirement for the business sector, while the provision of 5G technology will further revolutionise how mobile devices are used.

**4.140** In light of changing work patterns, the increase in remote office working, and the need for local businesses to maintain an online presence, the council is keen to ensure new developments, and existing settlements, are serviced with the fastest available broadband speeds. Policy E8 of the Places and Policies Local Plan seeks the provision of Fibre to the Premises (FTTP) as part of new developments. Within this Core Strategy Review proposals for a new garden settlement in the North Downs Area offer the opportunity to create a 'smart town', making the best use of new technology while allowing flexibility for future upgrades; requirements are set out in Policy SS9.

**4.141** Given the district's characteristics, maintaining investment in new coastal defences is essential, albeit costly. The upgrading and improvements of flood defence and coastal engineering will be informed by the conclusions of the Strategic Flood Risk Assessment[(11)] and will seek to implement the recommendations of the Shoreline Management Plan, the Folkestone to Cliff End Flood and Erosion Management Strategy[(12)].

**4.142** It is clear that the scale of works will necessitate drawing funding from a range of local and national sources. A partnership approach between the Environment Agency, the council and landowners will be required to deliver essential coastal and flood defences given significant risks in some areas of the district.

**4.143** In relation to many other aspects of physical infrastructure, the planning system will ensure landowners and developers work with utility companies and that the provision of sufficient essential services is maintained.

**4.144** Social and community uses are also essential to create successful places, as recognised under policy SS3. Priority will be given to schemes which are critical or necessary for the allocated strategic sites and other major developments central to implementing the plan's growth strategy. The council will work closely with the county council and national agencies to manage existing and deliver new community infrastructure.

11 Herrington Consulting (July 2015) Strategic Flood Risk Assessment
12 Environment Agency (February 2015) Folkestone to Cliff End Flood and Erosion Management Strategy

**4.145** Further, higher and adult education facilities are limited in number in the district. As addressed in many spatial policies in this plan, it is critical that development facilitates investment in the local education system. The positive spatial strategy will help ensure that there is no major decline in the number of families and young children in the district (and contributions secure new primary and secondary school facilities). Opportunities for focused development, to ensure the continued feasibility, attractiveness and relevance of education facilities, will be welcome and contributions sought as appropriate.

**4.146** Planning for minerals and waste infrastructure is undertaken by Kent County Council. The principles of efficient and sustainable infrastructure used in SS5 would benefit minerals and waste planning. The Core Strategy Review seeks to ensure that any applicable development is designed to minimise waste production and promote sustainable waste management, while opportunities may exist in the district to explore opportunities for waste to energy production.

## 4.6 Strategic Allocations

**4.147** This section sets out strategic allocations for the district. The allocations are:

- New Garden Settlement in the North Downs Area (Policies SS6-SS9);
- Folkestone Seafront (Policy SS10); and
- Shorncliffe Garrison (Policy SS11).

**4.148** Although permission has been granted on both the Folkestone Seafront and Shorncliffe Garrison sites, and development is underway at Shorncliffe Garrison, policies SS10 and SS11 are included from the 2013 Core Strategy to guide the remaining phases of the developments.

**4.149** As set out in Section 4.2: Housing and the Economy Growth Strategy, there is a need to plan for significantly more homes than was identified in the 2013 Core Strategy. The Core Strategy Review plans for an overall requirement of an average of 738 new homes a year over the period 2019/20 to 2036/37, a minimum of 13,284 new homes in total for the district.

### New Garden Settlement

**4.150** Policies for a new garden settlement in this section follow from the new national method for determining housing need and the capacity of the district to accommodate growth. This introductory section outlines the assessment.

**4.151** The provision of new homes is an important priority for the government and the council with legislation and policy seeking to significantly boost the supply. [13] A new national methodology has since been introduced by government; this indicates that the district needs to plan for a minimum of 738 new homes a year.

**4.152** Having identified the need for significant growth, the council commissioned consultants AECOM to undertake a Growth Options Study for the district to assess whether and, if so, how, this growth could be accommodated. All options have been considered in this work, such as looking at the use of brownfield land or the further expansion of existing towns and villages. Through the work for the Places and Policies Local Plan, the council considers that all currently available, suitable and deliverable sites within or adjacent to existing settlements have been identified. While the sites in the Local Plan will contribute to the district's growth needs, the development identified in that plan will fall short of the total requirement looking to the period 2036/37.

**4.153** Given this, the Growth Options Study considered the capacity of the district for strategic-scale development, dividing it into six character areas. Constraints and opportunities within each character area were examined, and their suitability for development was assessed. The district has some major constraints, including nationally-important landscapes, areas of high flood risk and protected habitats, which were all considered in the work.

**4.154** From this high-level assessment, one of the character areas was found to have capacity for strategic-scale development, and more detailed work was undertaken to determine the most suitable areas for development within the broad character area.

**4.155** This led to the identification of an area for the creation of a new settlement, to be developed on garden town principles. As well as reflecting the evidence of the district's capacity for growth, the creation of a new town can also provide substantial new infrastructure and facilities, such as schools, health, recreational and community facilities, that could not be secured if development was spread into a number of smaller sites around the district.

13 National Planning Policy Framework, July 2018, paragraph 59.

**4.156** The sections below describe the assessment process in more detail. Following sections then outline the issues considered in the studies and set out policies for the new settlement to meet the requirement for new homes, infrastructure, employment and social needs, and to integrate this successfully with existing communities and the surrounding environment. The need for long-term management and governance is also addressed.

**Growth Options Study (2016-17)**

**4.157** The Growth Options Study is divided into two parts, and is supported by a district-wide High Level Landscape Appraisal. The findings of the study are outlined below.

**High Level Options Report**

**4.158** The purpose of the High Level Options Report[14] was to assess the potential for strategic growth across the district (sites with the capacity to deliver 250 homes or more).

**4.159** Strategic constraints were mapped, including the Kent Downs Area of Outstanding Natural Beauty (AONB) and the functional flood plain. The study identified 14 spatial planning principles drawn from government policy, as set out in the National Planning Policy Framework (NPPF).

**4.160** The High Level Options Report divided the district into six character areas, based on the three general character areas identified in the Core Strategy[15] as follows:

**Table 4.6 Growth Options Study Character Areas**

| The Urban Area | Romney Marsh Area | North Downs Area |
|---|---|---|
| 1. Folkestone and surrounding area | 3. Romney Marsh and Walland Marsh | 5. Sellindge and surrounding area |
| 2. Hythe and surrounding area | 4. Lydd, New Romney and Dungeness | 6. Kent Downs |

**4.161** Each character area was assessed against 10 criteria drawn from the spatial planning principles. These criteria were:

1. Environmental constraints (including statutory and non-statutory designations, flood risk and agricultural land);
2. Transport and accessibility;
3. Geo-environmental considerations (including contaminated land and hydro-geology);
4. Infrastructure capacity and potential;
5. Landscape and topography;
6. Heritage;
7. Housing demand (including house prices, viability and affordability);
8. Regeneration potential (including an assessment of Indices of Multiple Deprivation);
9. Economic development potential (including opportunities for employment growth); and
10. Spatial constraints and opportunities (including the need to avoid settlements coalescing).

14 Growth Options Study - High Level Options Report, AECOM, December 2016
15 See Core Strategy Review, Section 1.2

**4.162** The consideration of landscape and topography was informed by a High Level Landscape Appraisal [16] a comprehensive study of landscape character and the capacity for change across the district. A number of different spatial distributions to growth were then developed and assessed with stakeholders and partner organisations.

**4.163** Through this process of analysis and testing, the study concluded that the areas of Folkestone, Hythe, Romney Marsh and Walland Marsh, Lydd, New Romney and Dungeness and the Kent Downs were not suited for housing growth of a strategic nature, although smaller developments may be appropriate and will continue to be delivered through the Places and Policies Local Plan.

**4.164** The Phase One study concluded that Sellindge and surrounding area was the most free from strategic constraints, although some constraints were identified (notably proximity to the Kent Downs AONB, ecological constraints, heritage, the presence of villages and grade 2 agricultural land). This area then formed the basis for more detailed study in the Phase Two Report.

**Phase Two Report**

**4.165** The purpose of the Phase Two Report [17] was to take the findings of the High Level Options Report and assess the potential of Sellindge and the surrounding area to accommodate strategic growth. This report added detail and site-specific evidence to define boundaries that were then used to inform policies in the Core Strategy Review.

**4.166** Four areas of land within the Sellindge and surrounding area location were identified as having potential in the broad appraisal:

- Area A: North and East of Sellindge;
- Area B: South of the M20;
- Area C: South and West of Sellindge; and
- Area D: East of Stone Hill.

**4.167** In a similar process to the High Level Options Report, these four areas were then tested against eight criteria drawn from national planning policy:

1. Agricultural land quality;
2. Transport and accessibility;
3. Landscape;
4. Infrastructure;
5. Heritage;
6. Regeneration potential;
7. Economic development potential; and
8. Spatial opportunities and constraints.

16 High Level Landscape Appraisal, AECOM, February 2016
17 Growth Options Study - Phase Two Report, AECOM, April 2017

**4.168** The Phase Two report found that within the study area, there are around 235 hectares of land considered suitable for residential development and appropriate supporting uses, and a further 258 hectares of land also considered suitable for residential development, subject to appropriate mitigation. This gives a total of approximately 493 hectares of land identified as having potential for strategic development.

**4.169** The report concludes that: *"... options should build in the necessity of achieving sustainability through concentrating development into a critical mass. This would help minimise the risk of fragmented development dispersed across a wider area or a 'suburban' model of development lacking appropriate supporting facilities and services alongside housing. Providing development as a critical mass will conversely provide more scope and opportunity to attract employment uses of a meaningful size and to provide strategic-scale open space, playing fields, schools and the other relatively large-scale land uses and infrastructure that any community needs to promote social cohesion and sustainability."*[18]

**4.170** Although undertaken independently, the Growth Options Study gives support to the council's Expression of Interest prepared in response to the Locally-Led Garden Villages, Towns & Cities Prospectus issued by the Department for Communities and Local Government in March 2016 - 'Otterpool Park - A Garden Town of the Future' (June 2016).

**A Charter for Otterpool Park**

**4.171** Following this initial work, the council prepared 'A Charter for Otterpool Park' (November 2017). Although the charter does not form planning policy, it does set out the council's aspirations for the new settlement and was the subject of stakeholder consultation before being finalised.

**4.172** The charter is based on the three themes of environmental, social and economic sustainability. The Foreword summarises these themes and is given in the box below.

**Charter for Otterpool Park**

Otterpool Park will be a new growing settlement, planned from the outset on garden settlement principles, that responds to its unique setting close to the Kent Downs Area of Outstanding Natural Beauty (AONB). The town will enhance the natural environment with carefully designed homes and gardens, generous parks and an abundance of trees, woodlands and natural habitats.

The garden town will have a distinctive townscape, outstanding local landscape, its very own heritage and access to a diverse coastline. There will be an emphasis on quality landscaping, open space and recreation that supports healthy lifestyles and an inclusive community.

It will be a community built on sustainability with a wide range of mixed tenure homes and jobs for all age groups that are within easy walking, cycling and commuting distance.

The masterplanning of Otterpool Park will be a beacon of best practice that embraces new technologies and designs to achieve a low carbon, low waste and low water usage environment.

Community involvement and participation in the planning of Otterpool Park has been encouraged from the outset. Land value will be captured so as to provide long-term funding for the stewardship of community assets.

**4.173** From this evidence and initial work four policies have been developed to guide new strategic scale development in the North Downs Area:

- SS6: New Garden Settlement - Development Requirements;
- SS7: New Garden Settlement - Place Shaping Principles;

18 Section 3.1

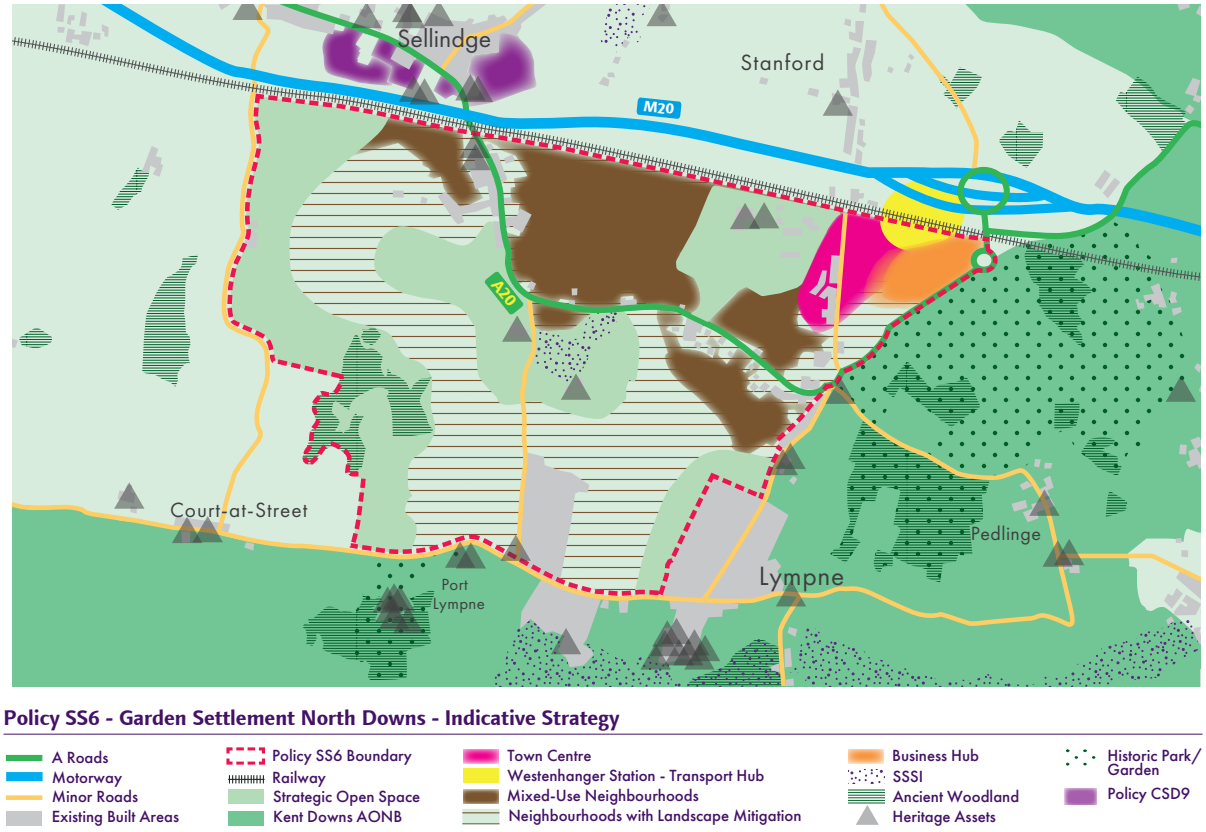
- SS8: New Garden Settlement - Sustainability and Healthy New Town Principles; and
- SS9: New Garden Settlement - Infrastructure, Delivery and Management.

These are set out in turn in the following sections.

**New Garden Settlement - Development Requirements**

**4.174** The development of a new garden settlement provides the opportunity to meet the district's housing needs on a strategic scale, within and beyond the plan period of this Core Strategy Review. An indicative strategy for Policy SS6 is shown below, based on the evidence work outlined in the preceding sections.

**Figure 4.5 Garden Settlement North Downs - Indicative Strategy**




**4.175** As well as providing strategic-scale growth the garden town also provides a unique opportunity for local self-build and custom-builders on a large scale.[19] Custom and self-build housing can bring a level of innovation, diversity and choice not found in conventional housing developments, providing opportunity for small- and medium-sized enterprises through construction and the local supply chain. The garden settlement will place self-build and custom-build housing as a central element of housing delivery.

**4.176** The council will explore whether a community-led homes fund can be established to enable local people, and groups of people working together, to build innovative forms of housing to meet their individual needs. In allocating sites for custom-build and self-build homes, priority will be given to people on the council's self-build register, which may include a local connection test. The council will actively review the requirement

19 'Self-build' is the practice of aspiring homeowners creating their own homes. Self-builders' inputs may vary from undertaking the building work themselves to contracting out some or all of the work to an architect or building package company. Consequently the term 'custom house-building' is also commonly used

for self-build plots through the interest recorded on its self-build register; this should inform the proportion of plots to be released at each phase of the development. The council has an aspiration for 10 per cent self-build over the course of the plan period.

**4.177** The council has undertaken an Employment Opportunities Study for Otterpool Park and an Employment Land Needs Assessment for the district (Lichfields) that have been used to inform the employment strategy for the garden settlement, including the provision of employment space, the types of businesses that could be attracted to the town and the numbers of jobs that could be created. Potential target sectors include:

- Green construction;
- Environmental goods and services;
- Advanced manufacturing;
- Creative digital media and business; and
- Professional and financial services.

**4.178** The scale of the garden settlement offers the opportunity to create a vibrant local economy, supporting the sustainability of the town, growing new businesses and supporting local suppliers, as well as serving the wider district. The Employment Land Needs Assessment indicates that there is the potential to provide around 36,700 sqm of 'B class' employment floorspace within the settlement by 2037. Additional jobs will be generated by retail, food and drink and other town centre uses, as well as community uses, as part of a sustainable new town.

**4.179** To promote job creation, the council will provide skills development and apprenticeships, working with local businesses and the construction industry. The garden settlement can offer a unique selling point to businesses, by promoting and delivering innovation, fostering new and growing sectors, being well-connected to outstanding infrastructure, the coast and countryside.

**4.180** The required community infrastructure will be provided at the appropriate phase of development. Community facilities may include sport venues, open space (including accessible space for the elderly), cultural buildings, libraries, places of worship and public houses.

## Policy SS6

**New Garden Settlement - Development Requirements**

Land is allocated within the North Downs area for a new garden settlement as shown on the Policies Map.

The settlement will be developed on garden town principles and will have a distinctive townscape and outstanding accessible landscape, both of which will be informed by the historic character of the area. It will be planned to be sustainable, providing new homes with a broad mix of tenures, employment opportunities and community facilities within easy walking and cycling distance. It will be a landscape-led development that responds to its location within the setting of the Kent Downs AONB and the adjacent Lympne Escarpment with an emphasis on a network of green and blue spaces including woodland and other planting, open space and recreation that supports healthy living, encourages interaction between residents, enhances local biodiversity and mitigates impacts on views from the scarp of the Kent Downs. Environmentally the settlement will be a beacon of best practice, making best use of new technologies, and will be designed to achieve a low carbon, low waste and highly water efficient development.

Given the location of the proposed new settlement and its relationship with the Kent Downs AONB, it is essential that the landscape-led proposals include appropriate structural landscaping in order to avoid or minimise adverse impacts on the AONB and views in and out of the AONB in accordance with policy SS7.

Outline planning permission will be granted for a comprehensive proposal that is supported by a masterplan prepared by the site promoters. The masterplan shall be prepared in partnership and in consultation with the local planning authority, stakeholders, partner organisations, local people and interest groups, in accordance with the three-tier approval structure.

**(1) New homes**

a. The settlement shall provide for a minimum of circa 5,600 new homes in a phased manner within this plan period (2019/20 to 2036/37) with potential for future growth to provide a total of 8000-10,000 homes within the site allocation area beyond the plan period (subject to detailed masterplanning and an assessment of potential impacts on the Kent Downs AONB in line with Policy SS7);

b. The mix of tenure and sizes of new homes shall be in accordance with Policies CSD1 and CSD2 and evidence in the Strategic Housing Market Assessment, Parts 1 and 2 (PBA, 2016/2017) (or subsequent revision to the evidence base) and shall include build for rent provision to meet identified need. 22 per cent of all dwellings should be provided as affordable homes, subject to viability;

c. All homes shall meet the adopted Nationally Described Space Standards in accordance with Policy HB3 of the Places and Policies Local Plan (or any revision to that policy);

d. Within the early phases, development shall provide homes in neighbourhoods located in and around the new town centre (Policy SS7(2)), well-connected to the centre by a walking, cycling and public transport network. Close to the town centre there shall be a higher proportion of smaller residential units serving all age groups. Other phases of development may come forward in tandem if they are well-connected to an existing rural centre or primary village with capacity to provide for the day-to-day needs of new residents, are in accordance with the masterplan for the garden town, maintain its quality and do not prejudice its overall delivery;

e. Additional neighbourhoods will be masterplanned in future phases in accordance with Policy SS7(3). All neighbourhoods will be expected to provide a mix of home typologies, with plots provided for custom-build and self-build development in accordance with Policy SS6(2);

f. A minimum of 10 per cent of homes in each substantial phase shall be built to meet the needs of the elderly, from active retired people to those requiring intensive nursing care, including specialist C2 provision. All such homes shall be built to meet M4(3) Category 3: Wheelchair User Dwellings standards as set out in Building Regulations; and

g. The remaining 90 per cent of homes shall be built to meet M4(2) Category 2: Accessible and Adaptable Dwellings as set out in Building Regulations. Homes should be designed to be flexible to respond to the changing needs of families.

**(2) Self-build and custom-build homes**

a. A proportion of proposed dwellings shall be provided as self-build or custom-build plots, having regard to the need identified by the council, with each substantial phase contributing a proportion of self-build and custom-build housing;

b. Innovative self-build and custom-build designs will be encouraged that are flexible and incorporate new technologies, particularly those that achieve carbon and water neutrality. In small or single unit schemes the objective will be to achieve low carbon and high water efficiency; and

c. Self-build and custom-build housing will not be required to be uniform in scale, plot width or materials. Design requirements will be established by:

   i. Planning policy and a design code approach setting out principles of place-making and sustainability;
   ii. A 'plot passport' scheme introduced alongside a Local Development Order (should a substantial self-build phase be pursued) or alternative approval mechanism, allowing plot purchasers to submit an application to the council for assessment of compliance against the code; and
   iii. Where plots have been made available and marketed appropriately for at least 12 months and have not sold, the plot(s) may either remain on the open market as self-build or be built out by the developer.

**(3) Employment development**

a. The settlement shall provide approximately 36,760sqm net of employment floorspace (which may include office, research and development and light industrial uses within Class E, and uses falling within Class B2 and B8) by 2037. Development beyond the plan period has the potential to provide for approximately 57,600 sqm of employment floorspace in total within the site allocation area. A different delivery rate or quantum of employment development will need to demonstrate that employment provision aligns with population growth to ensure that the town grows in a sustainable way following garden town principles. Other employment opportunities will be created by the retail and other town centre development set out in Policy SS7(2)(b) as well as community uses. The settlement's location near the gateway to Europe (Channel Tunnel) provides the opportunity to deliver employment and town centre development that complements other centres including Folkestone town centre, Hythe and other growth areas across East Kent;

b. The employment development set out in 3(a) shall provide business space suitable to accommodate growing sectors operating in regional, national and international markets with a capacity to contribute to employment and GVA growth, as informed by the Employment Opportunities Study;

c. Employment space should be delivered alongside infrastructure and new homes so that job opportunities are available when the first phases of housing are occupied; subsequent phases should show how further employment development will be delivered alongside new housing as agreed with the local planning authority. Interim business uses will be encouraged on suitable sites as successive phases are developed;

d. An innovation centre or business hub shall be included within the initial phases of development (unless otherwise agreed with the local planning authority), to support business start-ups and provide space for growing businesses; and

e. Details of interim uses which support the delivery of the garden town itself or the growth of future employment sectors shall form part of the implementation strategy in support of the outline planning application.

**(4) Community and educational facilities**

a. Community facilities shall be provided at each phase of development in accordance with the neighbourhood principles set out in Policy SS7(3);

b. A health centre shall be provided in the early phases of development, in partnership with local Clinical Commissioning Groups and the Kent Health and Wellbeing Board, drawing from exemplar facilities elsewhere. The centre shall be designed to deliver an integrated service for patients - including a cluster of general practitioners, a wide range of diagnostic services and primary care treatment - to minimise the requirement for secondary care treatment at local hospitals. The centre should be located on an accessible site close to other community services; and

c. Primary, secondary, special and nursery school facilities shall be provided and fully funded by the development to meet projected needs in accordance with the forecast requirements of the Local Education Authority (LEA) and shall be delivered in partnership with appropriate providers. This includes the provision of land at nil cost (both on and off site) and the safeguarding of additional, suitable land to allow for future expansion in accordance with forecast needs. The layout of the development should demonstrate that walking distance of 800 metres/10 minutes from every home to the nearest primary school are achievable, with an aspiration that homes are within a 400 metre/5 minute walking distance.

**New Garden Settlement - Place-Shaping Principles**

**4.181** The new garden settlement will demonstrate a landscape-led approach to development that respects topography, views and historic character. The development will enhance existing networks of woodland, green spaces, ponds, rivers and streams (termed 'green infrastructure'). Generous structural landscaping should be provided that includes advanced planting and habitat creation for future phases and buffers to the motorway and high speed rail corridor. The masterplan will be supported by a green infrastructure strategy which should enhance natural features while providing high levels of accessibility and enjoyment for those who live in the area. A long-term management plan of the green infrastructure estate should be set up in a way which gives the community control and custodianship, avoids fragmentation and degradation in future years, and ensures features provided as specific mitigation measures remain intact and functioning.

**4.182** Landscape-led masterplanning and the high quality design and layout of the town (its 'townscape') will be key to the success of the settlement, with particular regard to the impact on views from the AONB. Each neighbourhood should have a distinctive character with different densities of development. The masterplan should show the relationship of different land uses, the height and massing of buildings, the legibility of streets and how the development will make use of high quality materials that are sensitive to, and sit comfortably alongside, the local environment. There is existing design guidance that can be drawn on, including the Kent Design Guide (Kent Design Initiative) and the Kent Downs Area of Outstanding Natural Beauty Landscape Design Handbook (Kent Downs AONB Unit), but the development will need to be informed by detailed design codes drawn up with the participation of the local community. The area's heritage assets, in particular Westenhanger Castle and its setting, together with other non-designated heritage assets, can make a significant contribution to the character of the new settlement, that can help attract future residents, businesses and visitors and create a strong sense of place from the outset. Proposals must be accompanied by a comprehensive Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.

**4.183** At the heart of the development will be a vibrant town centre that will meet the needs of residents, workers and visitors with attractive cultural, community, shopping and leisure facilities, as well as spaces for events and meetings to foster community cohesion. The Retail and Leisure Need Assessment (June 2019 update) projections suggest the new town and local centres within the new Otterpool Park settlement could provide between 10,800 and 16,700 sqm gross of retail (convenience and comparison) and food and beverage floorspace by 2037. Service uses could increase the garden settlement overall floorspace projection to 13,000 to 20,000 sqm gross by 2037. This will need to be carefully planned and phased, particularly any proposals above these indicative requirements, to avoid any detrimental impacts on nearby town centres (such as Folkestone, Hythe, New Romney, Ashford and Dover) or shops and facilities in nearby villages, yet also meet the everyday needs of the settlement and nearby communities. Each neighbourhood in the garden settlement will also need to be supported by educational, recreational and community facilities. It is expected that the retail provision will be provided as part of the new town centre, which should be located at the heart of the garden settlement, within easy walking distance of the station. Other small-scale retail development would be expected to be provided at 'local centres' in neighbourhoods through the separate phases of the development. It is expected that the individual units provided for comparison retail will not exceed in the region of 500sqm, unless justified by a retail impact assessment, and that the majority of retail development will be provided as small local stores. Details of how the retail development is proposed to be phased across the development, to align with residential development, should be submitted with the application.

**4.184** The settlement presents a major opportunity to secure a high speed rail service between Westenhanger and London St Pancras. The council is pursuing this with the train operating companies, which are bidding for the new South Eastern franchise, infrastructure providers and also with Network Rail and other stakeholders. A transport hub should be provided, located at Westenhanger station, allowing easy transfer between walking, cycling, bus and train journeys. The railway station upgrade and hub will potentially deliver:

- Lengthening of the existing platforms;
- New and refurbished station buildings with improved customer facilities;

- A new footbridge between platforms; and
- Car parking to meet the needs of the new town and nearby villages.

Ways of integrating the station improvements with other land uses and facilities should also be explored.

**4.185** In order to meet the demand for increased rail patronage on the high speed rail service from the increasing population of the garden settlement, and other development in the Folkestone & Hythe District and the rest of East Kent, there will be a need to engage with the relevant rail stakeholders including Network Rail, the rail franchise or concession operator, and the Department for Transport to encourage sufficient capacity to support the future population. Whilst the Council has limited direct control over this issue, it will work together with Ashford Borough Council, Kent County Council and other East Kent authorities to lobby the relevant stakeholders to increase the capacity on the high speed service, to ensure that the capacity exists to serve the additional demand created from the new development.

**4.186** An innovative approach must be taken to maximise walking, cycling and the health and wellbeing of residents. This and other travel plan requirements, including the setting of targets, monitoring and the use of technology and incentives, will require detailed consideration and must support the emerging masterplan, with opportunity for revisions and amendments as the development is delivered.

**4.187** Kent County Council's Rights of Way Improvement Plan (ROWIP) is currently being reviewed and updated. A new ROWIP is expected to be published later this year. The Plan assesses the extent to which Public Rights of Way (PRoW) meet current demand and how they will need to evolve to meet future requirements.

## Policy SS7

**New Garden Settlement - Place Shaping Principles**

**(1) A landscape-led approach**

a. The design and layout of the development shall be landscape-led and include within it structural landscaping in order to avoid or minimise adverse impacts on the Kent Downs AONB and views into and out of the AONB. Where required to mitigate any such impacts arising from the development, structural planting shall be carried out at an appropriate stage in relation to each phase in order to optimize its effectiveness, and include the provision of new habitats for priority nature conservation species. Applications shall be accompanied by a landscape and visual impact assessment that should inform the landscaping scheme at a structural and local level. The assessment should consider the proposal itself and any cumulative impacts arising from developments in the vicinity of the proposal; and

b. A green and blue infrastructure strategy shall be developed that enhances existing green and blue infrastructure assets in accordance with Policy CSD4. Additionally the strategy shall deliver:

   i. Advanced woodland planting and habitat creation using native species to benefit later phases of development, particularly from prominent locations visible from the Kent Downs Area of Outstanding Natural Beauty, and to avoid as far as possible temporary loss of biodiversity value when construction begins. Advanced woodland planting, habitat creation and community green space shall also be designed to relate to local landscape character and to prevent the coalescence of the new settlement with Lympne and to separate neighbourhoods within the settlement itself. Planting and habitat creation should also be used to provide distance buffers between the M20/High Speed transport corridor for noise and air quality mitigation purposes;

   ii. Clear net biodiversity gains over and above residual losses through the planting of native species and the creation of green ecological corridors to improve species' ability to move through the environment in response to predicted climate change, and to prevent isolation of significant populations of species. The strategy shall enhance nearby Harringe Brooks ancient woodlands, Local Wildlife Sites, Otterpool Quarry Site of Special Scientific Interest and other sensitive ecological features, including the existing pond at the former Folkestone Racecourse. Enhancements may include improvements to ecological connections both within and outside the allocation boundary, their future management and community access, where appropriate. Proposals must demonstrate that there will be no impact on the Lympne Escarpment Site of Special Scientific Interest, unless exceptional circumstances can be demonstrated, in line with Places and Policies Local Plan Policy NE2;

   iii. A pollinator network throughout the settlement with connection to the wider countryside, with the aim of providing all-year round support for pollinators, through the use of native species;

   iv. A new country park, easily accessible from the town centre and beyond and supported by and linked to other areas of strategic open space, that enhances the historic landscape setting of Westenhanger Castle;

   v. Playing fields and sports provision, play areas, informal open spaces, allotments and woodland located to maximise use and meet the sporting, leisure and recreational needs of the garden settlement as informed by the council's Playing Pitch and Sports Facilities Strategies;

vi. Publicly accessible, well-managed and high quality open spaces, which are linked to the open countryside and adjoining settlements. This shall be informed by an access strategy that seeks to protect and enhance existing public rights of way, and create new public rights of way. The strategy shall balance demands for public access with ecological and landscape protection, taking into account the impacts of increased access on the Kent Downs AONB and Folkestone to Etchinghill Escarpment Special Area of Conservation and other protected areas, which might necessitate the need for mitigation to be secured;

vii. Sustainable drainage systems (SuDS) to maximise landscape and biodiversity value and to avoid any increase in, and where possible reduce, downstream flooding of the East Stour River, developed as part of an integrated water management solution; and

viii. A long-term security and management plan of the Green Infrastructure estate which ensures community involvement and custodianship.

**(2) A vibrant town centre**

a. A town centre shall be created, of higher density housing and town centre uses to act as a focal point to the settlement, providing for a mix of employment opportunities at the heart of the garden settlement. The town centre shall be planned so that it is within easy walking distance of the station and located within an area of higher density housing to increase its vitality and viability. Higher density mixed-use development with several storeys of residential use above commercial premises will be appropriate in the town centre;

b. Food shopping (convenience retail) shall be provided within the town centre to allow choice and variety as well as reducing the need to travel for day-to-day needs. The Retail and Leisure Need Assessment (June 2019 update) indicates that the new garden settlement can support up to 4,284sqm (gross) of convenience retail floorspace within the plan period to 2037. A range of other shopping floorspace (comparison retail) shall also be provided to create a vibrant town centre. The Retail and Leisure Need Assessment (June 2019 update) indicates that the new garden settlement can support up to 9,108sqm (gross) of comparison retail floorspace within the plan period. A mix of other town centre uses should be provided, including food and beverage space (up to 3,305sqm gross) and non-retail and financial and professional services (approximately 3,300sqm gross). The stated floorspace projections by use class type (baseline values) as drawn from the Retail and Leisure Need Assessment (June 2019 update) are to represent the upper limit of floorspace provision within the garden settlement across the plan period, so that it only meets the needs generated by the development itself. Should any phase of development propose a provision of floorspace that, when considered cumulatively to take account of the total floorspace provision across the garden settlement, would lead to the exceedance of one or more of the floorspace values stated within this policy, or if any individual comparison retail unit were to exceed 500sqm gross floorspace, then the promoter shall have to submit an impact assessment to demonstrate that there would be no significant impacts on the vitality and viability (including local consumer choice and trade) of nearby local village centres and other town centres including Folkestone, Hythe, New Romney, Dover and Ashford, by the scale and/or phasing of town centre development; and

c. Street level frontages in the centre shall be active frontages that open up to public spaces to promote activity throughout the day and into the evening. Indoor and outdoor eating and drinking places and an adaptable town square shall be provided, designed to accommodate outdoor markets and public events.

**(3) Village neighbourhoods**

a. The town centre shall be closely integrated with village neighbourhoods, reflecting garden town principles, easily accessible by walking and cycling links to the town centre and each other;

b. Neighbourhoods and the town centre shall be connected by a legible network of active streets, footways, cycle ways and open spaces;

c. Each neighbourhood centre will include a primary school, pre-school nursery, food (convenience) shopping, open space, recreational and community facilities in the first phase of its development; and

d. Each neighbourhood shall be designed to have its own distinctive identity, to create a special character within the unique setting of the Kent Downs.

**(4) A high quality townscape**

a. Neighbourhoods, buildings and spaces within the settlement shall be planned to create a unique and distinctive character, taking advantage of long-range and local views to create interest and drawing on the historic character and grain of the area;

b. Design codes shall be drawn up to guide all phases of development with the participation of the local community. The codes should establish the parameters for achieving the highest standards of urban design, architecture and landscaping;

c. A high quality palette of building materials will be used throughout, drawing on a thorough understanding of local distinctiveness, landscape, local materials and tone. Building materials, landscaping, including the use of mature trees, and design should be of a consistently high quality regardless of tenure;

d. Modern methods of construction will be encouraged where high standards of design, durability and sustainability can be demonstrated; and

e. External lighting should be designed to support the aims of the Kent Downs Management Plan on Dark Skies and the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Light Pollution, to ensure the impact of lighting is minimised and that the most efficient technology is used.

**(5) Enhanced heritage assets**

a. A heritage strategy shall be agreed that identifies how the development will conserve and enhance local heritage assets and their setting, including the Grade I listed Scheduled Monument of Westenhanger Castle (and its associated barns, stables and outbuildings), the Grade II listed Otterpool Manor Farm and Upper Otterpool and any other designated or non-designated heritage assets identified. The application shall be supported by a detailed heritage strategy, setting out how the long term, viable use of heritage assets will be established and where necessary providing mechanisms for their integration into the development. The Heritage Strategy shall be informed by a Conservation Management Plan (CMP) setting out the management and re-use of the site in relation to Westenhanger Castle, Manor and Barns. The implementation of the Heritage Strategy and undertaking of works on site with potential to affect heritage assets will need careful management; consideration should be given to appointing a Historic Environment Clerk of Works to fulfil this role;

b. The heritage strategy should include an archaeology strategy, with an initial archaeological assessment guiding archaeological works and to inform decisions about preservation in situ or investigation. The archaeology strategy should then be kept under active review;

c. The provision of public art should be an integral part of the heritage strategy;

d. Westenhanger Castle and its setting shall become a focal point for the new settlement that informs its character. The development shall provide an enhanced setting for the Castle, including generous public open space through the delivery of a new park, and shall protect key historic views. Proposals shall explore the opportunity to recreate the historic southern approach to the Castle and provide mechanisms for its integration with the development;

e. Other archaeological and heritage assets will be evaluated, conserved and, where appropriate, enhanced. Proposals must include an appropriate description of the significance of any heritage assets that may be affected, including the contribution of their setting; and

f. Proposals should explore the potential for:

    i. Renovating the existing buildings and barns to conserve the heritage assets at Westenhanger Castle and improve the setting of the building;

    ii. Providing space for appropriate sustainable uses for the asset and its setting; and

    iii. Enhancing and positively contributing to the conservation of all relevant heritage assets both within and outside the allocation boundary, such as the setting of Lympne Castle and the Lympne Conservation Area where appropriate.

**(6) Sustainable access and movement**

a. The development shall be underpinned by a movement strategy which prioritises walking, cycling and access to public transport and demonstrates how this priority has informed the design of the new settlement. All homes shall be within 800 metres/10 minutes walk of a local neighbourhood centre with an aspiration that all homes are within 400 metres/5 minutes walk of such facilities;

b. Development shall incorporate smart infrastructure to provide real-time and mobile-enabled public transport information in accordance with smart town principles (Policy SS9 (2));

c. The capacity of M20 junction 11 shall be upgraded and other key junctions on the road network will be redesigned and improved in partnership with Highways England and Kent County Council;

d. A permeable network of tree-lined streets, lanes, pathways, bridleways, cycleways and spaces will be created that provides connections between neighbourhoods, the town centre, employment opportunities and public transport facilities. Footpaths, cycleways and bridleways should link to existing public rights of way, nearby villages and the wider countryside, including the North Downs Way and the SUSTRANS national cycle route network, taking account of the findings of the access strategy (Policy SS7 (1)) on sensitive habitats;

e. Road infrastructure should be designed for a low speed environment, with priority given to pedestrians and cyclists through the use of shared space in ultra low speed environments and dedicated cycle routes and separate pedestrian walkways where appropriate in line with Kent Design guidance. The use of grade separations, roundabouts, highway furniture and highway signage should be minimised;

f. A parking strategy shall be developed that balances the necessity of car ownership with the need to avoid car parking that dominates the street scene to the detriment of local amenity. The parking strategy shall deliver well-designed and accessibly located cycle parking facilities within the town and neighbourhood centres, at Westenhanger Station and transport hub, as well as at employment developments;

g. Westenhanger Station shall be upgraded at the earliest opportunity to provide the capacity required to enable a high speed service ready and integrated transport hub, in partnership with Network Rail, the rail operator and Kent County Council, which gives priority to pedestrians, cyclists, bus and train users. The council will continue to work with the rail operator to introduce high-speed rail services from Westenhanger to central London, subject to discussions with stakeholders; and

h. The existing bus network that serves the surrounding towns and villages will be upgraded and new services provided as an integral element of the transport hub and settlement. All new homes shall be within a five minute walk of a bus stop.

**New Garden Settlement - Sustainability Principles**

**4.188** Sustainability principles are based on environmental, social and economic objectives as three integrated perspectives. While policy SS7 is more focussed on environmental sustainability the issues are often interwoven. For example sustainable transport options, such as cycling and walking, reduce environmental impact but also bring benefits for health and well-being. The NPPF makes it clear that the environmental objective includes "to contribute to protecting and enhancing our natural, built and historic environment".

**4.189** There is the potential for the garden settlement to become a beacon of best practice for environmental sustainability, embracing new technologies to achieve a low carbon, low waste and low water environment, with an aspiration for carbon, water and waste neutrality to be further explored and investigated as masterplanning and policy develops. The need to plan for the supply of water and control water usage will be essential, as the district is an area of 'serious water stress'.

**4.190** The sustainability of the town will be driven by an energy strategy that will set out how the lowest possible carbon targets will be achieved, in both the short- and long-term, making best use of renewable energy on- and off-site. As technology is rapidly evolving, the strategy will need to demonstrate how buildings can be designed to be adaptable with the potential to incorporate new technologies, such as battery energy storage, creating individual or decentralised energy networks. The strategy will show how the use of energy efficient technologies will result in significantly lower energy use than the national average.

**4.191** The council will work closely with local Clinical Commissioning Groups and the Kent Health and Wellbeing Board to develop a healthy new town programme that delivers high levels of public health for new residents, using the principles set out in Policy SS8. Neighbourhoods will be planned to foster community development and promote healthy living by encouraging people to be active. Providing spaces for local food growing, such as allotments and community orchards, is one way that health can be promoted. A scheme could be developed that encourages produce grown on allotments and in orchards to be sold in local shops or at a market, so promoting healthy living, encouraging community interaction and reducing 'food miles.' Such a project would provide opportunity for local producers beyond the new settlement to benefit through direct sale and provision to the community.

**4.192** An element of the area allocated for the new garden settlement is protected by a minerals safeguarding designation within the Kent Minerals and Waste Local Plan 2013-2030 (Kent M&WLP). The purpose of minerals safeguarding is to protect the county's supply of minerals from development which could prevent its extraction; in this location the identified minerals are Limestone Hythe Formation (Kentish Ragstone), Sandstone – Sandgate Formation, Silica Sand/Construction sand – Sandstone: Folkestone Formation and Sub Alluvial River Terrace Deposits. Proposals for development will, however, come forward within areas overlying mineral resources and the Minerals and Waste Local Plan provides policies for dealing with these proposals, which may include the requirement to remove the minerals before development begins. Further guidance is provided in Kent County Council's 'Safeguarding Supplementary Planning Document' (April 2017).

**4.193** Moreover, the Kent M&WLP also emphasises the need to addresses the safeguarding considerations for waste management facilities. The garden settlement allocation coincides with a permitted waste recovery facility that has been implemented but not fully developed to date. As such, the proposals will need to satisfy Policy DM8 which requires an Infrastructure Assessment to be prepared to assess whether or not the development would be compatible with the use of the waste facility, particularly in regards to noise, dust, light and air that may legitimately arise from the waste activities that could take place on site. It should demonstrate that the future use of the safeguarded waste management facility would not be constrained by any incompatibility of the proposed development. If the proposed development does not demonstrably fall under the relevant clauses under Policy DM8, the applicant will need to demonstrate that the need for the development overrides the presumption to safeguard.

## Policy SS8

**New Garden Settlement - Sustainability and Healthy New Town Principles**

**(1) A sustainable new town**

a. Development shall be guided by an energy strategy. The strategy shall demonstrate how best practice in energy conservation and generation will be achieved at both the micro- and macro-level in homes and commercial buildings. The strategy shall include the potential for a site-wide heat and power network and decentralised energy networks, taking into account the AONB and its setting;

b. All new build housing shall be built to water efficiency standards that exceed the current building regulations so as to achieve a maximum use of 110 litres per person per day of potable water (including external water use). The development shall be informed by a Water Cycle Strategy which includes detail of:

   i. Water efficiency, and demand management measures to be implemented to minimise water use and maximise the recycling and reuse of water resources (i.e. through the use of 'grey' water) across the settlement, utilising integrated water management solutions;

   ii. The need to maintain the integrity of water quality, how it will be protected and improved, and how the development complies with the Water Framework Directive;

   iii. Surface water management measures to avoid increasing, and where possible to reduce, flood risk through the use of Sustainable Drainage Systems (SuDS); and

   iv. Water services infrastructure requirements and their delivery having regard to Policy CSD5, and as agreed with the relevant statutory providers, and the Environment Agency's guidance on Water Cycle Studies;

c. All proposed development will have to satisfy the requirements of policy CSD5 (d). in order to avoid any significant impact on the water quality of the Stodmarsh European designated sites;

d. For non-residential development, development shall achieve BREEAM 'excellent' standard including addressing maximum water efficiencies under the mandatory water credits;

e. The energy strategy shall demonstrate how the development takes a fabric-first approach, makes the maximum use of passive solar gain, as well as energy generation from the latest technologies in and on buildings and structures. All community buildings shall seek to meet zero carbon standards as exemplars, with an aspiration for the development to achieve carbon neutrality;

f. The energy strategy shall demonstrate how the settlement will meet the government's commitment to ban all new petrol and diesel cars and vans by 2040 and include measures from the outset for all properties to have ready access to slow, fast and rapid electric charging points; with integration of technologies into work places, community buildings, car parks and infrastructure to facilitate the transition to electric vehicles and provide appropriate charging facilities for electric bus provision at the transport hub;

g. The application shall be accompanied by a site-wide waste strategy that demonstrate how a significant reduction in household waste and an increase in recycling rates will be delivered in comparison with the average across the county. Internal and external storage for recycling and waste shall be provided for all homes and businesses;

h. Construction and landforming of the settlement shall be soil neutral to avoid any importing or exporting of earth;

i. Proposals will be accompanied by a minerals assessment which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources. Reference should be made to 'Safeguarding Supplementary Planning Document' (KCC, 2017) and 'Minerals Safeguarding in England: Good Practice Advice' (British Geological Survey, 2011); and

j. Proposals shall set out measures for the remediation of contaminated land. The assessment of contaminated land should be phased, starting with a Phase 1 Investigation (or Desk Study) the results of which will determine the requirement for a Phase 2 Investigation (intrusive investigation), which will in turn determine any requirement for a Remediation Strategy and Verification Report.

**(2) A healthy new town**

a. Proposals shall create a vibrant, healthy place to live by promoting physical activity and more active lifestyles for all age groups, facilitating community building. Preventative health care measures shall include:

   i. The provision of high quality public open spaces that are easily accessible for all age groups;

   ii. Noise and air pollution mitigation measures such as distance buffers between the M20/High Speed 1 transport corridor and the development, incorporating landscaping within the buffers designed to integrate with the wider green infrastructure network;

   iii. The design of streets and spaces shall encourage community outdoor activities including play and meeting places and the provision of tactile public art, with homes orientated to encourage informal overlooking. Provision should be made for elderly people through the careful consideration of access, mobility, facilities, shelter and seating, with opportunity given for intergenerational activity; and

   iv. Sustainable access and transport shall be promoted in accordance with Policy SS7(6);

b. Allotments and community orchards for local food growing shall be provided on fertile land with safe and convenient access from all residential neighbourhoods; and

c. In lower density areas generous gardens should be provided as part of an appropriate mix of housing, alongside high quality communal spaces. In higher density areas where larger gardens are not feasible, new homes should have access to an allotment or community orchard within 800m (10 minutes' walk).

**New Garden Settlement - Infrastructure, Delivery and Management**

**Delivery of critical and necessary infrastructure**

**4.194** The creation of the new garden settlement will be a long-term initiative, lasting 20 to 30 years and delivered through a phased approach. Initial development will focus on new housing in and around a town centre (Policy SS7(2)) and additional village neighbourhoods will grow around this core.

**4.195** The creation of a new settlement generates economies of scale that can be used to deliver critical and necessary infrastructure at the earliest opportunity and throughout the town's development. The uplift in land value that will be created by the granting of planning permission will be captured to provide:

- The highest quality townscape and landscape;

- High standards of energy and water efficiency;
- Early investment in infrastructure; and
- A sustainable funding stream for the management and maintenance of the community facilities and public realm over the long-term.

**4.196** Policies for the new garden settlement are supported by the infrastructure delivery schedule set out in Appendix 5. This is intended to give adequate certainty to guide a development of this scale, given that it will be built out over several decades with some development beyond the plan period, while recognising that it is not possible to fix every element of the scheme before the development commences. Some elements of infrastructure provision will be affected by new technologies, for example, or wider changes in society such as the ability to work from home, that cannot be predicted with certainty looking several decades ahead.

**4.197** The National Planning Policy Framework recognises this issue: paragraph 72 states that the supply of large numbers of new homes can often be best achieved through planning for larger scale development such as new settlements or significant extensions to existing towns and villages. However, the NPPF adds that the delivery of large-scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset (footnote 35). Anticipated rates of development and infrastructure requirements should, therefore, be kept under review and amended as policies are updated.

**4.198** There will therefore need to be some flexibility regarding phasing and this will be kept under review through detailed monitoring. A three-tiered approach to approval and delivery has been agreed to allow for this, building on the national best practice for large scale developments. Each phase of development will be supported by a sequence of submissions to the local planning authority to provide a progressive layering of increasingly detailed information from the over-arching and site-wide strategy (Tier 1), through substantive key phases (Tier 2) to detailed reserved matters application for sub-phases within a specific phase and on individual development sites (Tier 3). The precise extent, components and location of each key phase must be agreed with the local planning authority as delivery of the scheme progresses. Reserved matters applications can only be submitted for approval for any part of the site where the relevant key phase has been defined and all of the key phase framework documents have been approved. Limited exceptions may be allowed where necessary to provide critical or enabling infrastructure.

**Waste-water infrastructure**

**4.199** Southern Water has indicated that there is some, but limited, capacity within the existing system, which could accommodate the very early phase of development. However there is a need to develop a more holistic solution for the phasing and development of wastewater infrastructure.

**4.200** In this regard there are currently three potential options for the provision of waste water infrastructure to support the needs of the development. The off-site option (upgrading Sellindge WWTW, option 1) and on-site option (on-site WWTW, option 2) are both viable options and these should be developed further to establish a preferred solution. Southern Water has confirmed that a second off-site option, to connect via Range Road Pumping Station, Hythe to the West Hythe Wastewater Treatment Works located approximately 7km to the south-east of the garden settlement, is not viable and should not be taken further. To ensure that there will be no negative impacts upon the surrounding communities, water quality or flood risk as a result of the development, including upon the neighbouring authority of Ashford Borough, the provision of wastewater infrastructure will be controlled through appropriate trigger point(s) relating to the occupation of development, to reflect the required timing of the wastewater infrastructure, and secured through the Section 106 agreement. Proposals for wastewater treatment should meet the requirements of Policy CSD5 regarding nutrient neutrality.

**'Monitor and manage' approach to highways infrastructure – Strategic Road Network**

**4.201** A traffic monitoring and management strategy is to be prepared by the applicant(s) for development within the site allocation for the new garden settlement for submission to (and consideration by) the local planning authority in consultation with Highways England, taking account of wider transport changes that may come forward throughout the plan period and reflecting traffic levels at the point of delivery.

**4.202** The purpose of the strategy is to:

- Enable the benefits of the anticipated modal shift to determine the requirement for, and most appropriate form of, highway mitigation; and
- Ensure that there is an appropriate safeguard in place to monitor whether the distribution and volume of traffic generated by occupied development is as predicted by modelling work carried out to inform the position agreed by Highways England and the district council in the signed Statement of Common Ground dated June 2021 (or updates to this statement).

In this manner, any mitigation scheme is subject to a 'monitor and manage' approach to implementation.

**4.203** Traffic volumes are to be monitored throughout the plan period to inform when, or if, the mitigation to be implemented in relation to the Strategic Road Network, and specifically M20 Junction 11, M20 Junction 12 to 13 proposals and the Alkham Valley interchange (A20/A260) is required.

**4.204** The schemes of mitigation agreed with Highways England to appropriately mitigate planned growth to 2037 represents a 'worst-case' scenario, and it is entirely possible that, under the monitor and manage framework, the mitigation that is required will be the subject of refinement and revision. In addition, the timing as to when a specific scheme of highway mitigation is required relative to housing completions at the new garden settlement could be subject to change. The mitigation solutions will be kept under review, through the monitor and manage approach, on the basis that the transport modelling that supports the Core Strategy Review has demonstrated that the majority of interventions to the Strategic Road Network will not be required until towards the end of the plan period, or beyond.

**4.205** The approach is appropriately robust to provide certainty about what transport infrastructure is needed, and by when, to ensure that development does not proceed until the impacts are understood and accounted for.

**'Monitor and manage' approach to highways infrastructure – Local Road Network**

**4.206** The traffic monitoring and management strategy will also consider the local road network, as a means of controlling off-site traffic movements such that they do not bring about unacceptable impacts on nearby communities. A key requirement of the monitoring strategy, therefore, is that it will need to include actions for intervention should the monitoring show that traffic levels from the new garden settlement exceed what was predicted from the transport modelling and shown in the Transport Assessment.

**4.207** If the need for intervention is triggered, it will be contingent on the associated developer(s) to implement traffic calming and other sustainable transport measures as a means to encourage modal shift and act as a deterrent to seek to reduce traffic to the distribution shown within the modelling.

**4.208** The legal agreement will need to secure a sustainable transport funding agreement with the applicant for sustainable transport and off-site traffic calming measures, subject to the appropriate legislative tests relating to planning obligations, which can be drawn down in the event that such measures are required to be implemented. The applicant will need to provide costed examples of the type of traffic calming or other sustainable transport measures that could be implemented as part of a monitoring strategy from which the secured capital sum is to be calculated. Where impacts relate to the road network outside Folkestone & Hythe district, consultation shall take place with the relevant local authority on the proposals.

**4.209** Policy SS9 requires that highways mitigation measures are provided through planning obligations. Section 278 is part of the Highways Act 1980 that enables a highway authority to enter into an agreement with a third party to deliver improvements on the existing public highway. Works on the local highway network will require an agreement between the developer and Kent County Council. Improvements to the strategic road network require approval from Highways England, acting on behalf of the Secretary of State for Transport. Section 278 is a mechanism that allows highways improvements required as a result of a development to be implemented directly by either the developer or the highway authority, or through a developer contribution for future works on the wider highway network.

**New garden settlement and the Community Infrastructure Levy**

In order to capture the uplift in land value created by the new settlement, the garden settlement will be excluded from the application of the Community Infrastructure Levy (CIL). This will maximise the funding that can be secured through Section 106 and Section 278 legal agreements to deliver the infrastructure and community facilities set out in Policies SS6-SS9 at the right phases of the development. The council will amend its Community Infrastructure Levy Charging Schedule to implement this approach.

The opportunity for Housing Infrastructure Fund (HIF) funding will continue to be monitored, and pursued, when appropriate. If achieved, this may provide opportunity for a tariff-based approach to Section 106 payments to enable the delivery of strategic infrastructure at the earliest opportunity.

**4.210** The garden settlement will be designed as a 'smart town' to ensure infrastructure and services are made more efficient through the use of digital and telecommunications technology for the benefit of residents and businesses. Where feasible, the latest high speed internet technology should be made available to the neighbouring communities of Lympne, Postling, Stanford, Westenhanger and Barrow Hill, with 5G connectivity also explored as an early opportunity for innovation. This technology also offers opportunities to improve health, for example by providing elderly people with information links between their homes and the health centre and also allowing the monitoring of data about the town's infrastructure, energy and water usage.

**4.211** Arrangements will be put in place for the long-term maintenance and management of this infrastructure, through the creation of a Community Trust or elected local body. Although the exact model will need to be agreed, any structure must ensure that the settlement has an active community that can manage its own assets, with local people shaping the future of the town. The Trust or body must be capable of generating a sustainable income so that its future can be secured; increases in land value will be captured to provide funding for stewardship and maintenance of the community's assets.

**4.212** A key objective will be to develop a network of local volunteers. A community development programme should allow for governance arrangements to change as the town grows, with the potential for the creation of a Town Council or similar representative body. The creation of a post of community development worker could be invaluable in establishing and reinforcing a sense of community, and this should be explored as part of the Section 106 agreement. Businesses will also be active in the new community, helping to generate a spirit of entrepreneurship to further the economic prosperity of the town.

## Policy SS9

**New Garden Settlement - Infrastructure, Delivery, Phasing and Management**

**(1) Delivery of infrastructure and phasing**

a. The settlement should be self-sufficient regarding education, health, community, transport and other infrastructure, where necessary allowing for the expansion and improvement of nearby facilities such as secondary education and waste;

b. Critical and necessary infrastructure, including primary education, highways mitigation and wastewater infrastructure should be provided in accordance with the indicative infrastructure delivery schedule at Appendix 5 and a delivery strategy which sets out broadly how the development is to be phased and delivered, unless it can be demonstrated that:

   i. Relevant infrastructure capacity is readily available to service the quantum of development proposed;

   ii. The relevant infrastructure will be provided in advance of the proposed development; or

   iii. Alternative provision can be secured and agreed with the relevant provider and the local planning authority to meet the relevant requirement.

Proposals will be required to accord with the three-tier approval structure. Proposals which would deliver unsustainable, disconnected and isolated development will be refused.

c. A traffic monitoring and management strategy shall be submitted for approval by the local planning authority in consultation with the local highway authority, Highways England and other relevant authorities in relation to traffic movement and impact on the surrounding road network;

d. Proposals will be required to demonstrate that necessary highways capacity is available for each quantum of development, taking into account cumulative development of the garden settlement, set within the monitor and manage framework relating to both the Strategic Road Network and Local Highways Network;

e. Traffic volumes shall be monitored through the plan period to inform when, or if, mitigation shall be required and implemented in relation to the Strategic Road Network, and specifically M20 Junction 11, M20 Junction 12 to Junction 13 and the Alkham Valley Interchange (A20/A260). Mitigation will be delivered in accordance with schemes approved by Highways England and the relevant local highway authority, and the mitigation frameworks for the Strategic and Local Highway Networks set out in Appendix 5, as appropriate in order to achieve net zero harm in terms of highway capacity and highway safety;

f. Development proposals will be required to be supported by planning obligations that provide for the payment of proportionate contributions towards the carrying out and/or implementation of strategic and other necessary highway mitigation works and improvements, or by direct delivery of the works and improvements, where monitoring identifies the need for such works at any stage during the lifetime of the development and which cannot otherwise be managed. Where necessary and appropriate, the occupation of the development shall be regulated by reference to the completion of any such works;

g. Where highway improvements are required to other junctions or links outside the Folkestone & Hythe District, consultation shall take place with the relevant local authority prior to the proposals being agreed;

h. A degree of overlap between one phase and another one may be acceptable, providing it can be demonstrated that this does not disadvantage early residents or neighbouring communities through placing pressure on existing infrastructure in the local area. The creation of a post of community development worker should be explored, to serve the early phases until the town is established, secured through the Section 106 agreement;

i. The nearby communities of Lympne, Barrow Hill, Sellindge, Westenhanger, Saltwood, Stanford and Postling should have appropriate access to and benefit from the infrastructure provided. If it is appropriate for infrastructure to be shared with existing communities then this shall be decided through local consultation as part of the masterplanning process; and

j. Infrastructure provision will be secured and/or funded through Section 106 and Section 278 legal agreements, or secured by conditions, to ensure it is delivered at the appropriate phase of the development in accordance with Policy SS5, paragraph 4.

**(2) A smart town**

a. All residential, business, community and town centre buildings and public spaces shall be enabled for ultra-fast fibre-optic broadband provided to premises (FTTP). Broadband speeds shall be reviewed at periodic intervals to provide the highest standards of connectivity. Periodic reviews of the masterplan shall demonstrate how the latest information technology will be incorporated into each phase of development;

b. New dwellings shall provide adaptable space suitable for home working and other buildings (including shops, cafes, commercial buildings and community facilities) shall provide facilities for working on the move;

c. Data analysis and smart monitoring of water and energy use and waste generation shall be available to all new homes, business and community buildings. Aggregated and comparative data shall be accessible to allow households to compare usage against the average for the development; and

d. Ducting for fibre-optic and other cabling, energy and other service infrastructure shall be provided in multi-service corridors outside the public highway (where this is defined to be trafficked surface, i.e. not inclusive of pavement) that are easily accessible to statutory undertakers to avoid unnecessary highway works and surface repairs.

**(3) Long-term management and governance**

a. Infrastructure, the urban realm, open spaces including informal pedestrian and cycle pathways, and facilities shall be designed to take into account long-term management and maintenance requirements; and

b. A strategy for the long-term stewardship of the settlement shall be developed. This shall include the creation of a Community Trust or new elected body. The infrastructure that will need to be managed and maintained by the Trust or elected body may include:

   i. Strategic and local open spaces;

   ii. Sports pitches; Leisure facilities;

   iii. Community buildings;

   iv. Public squares and spaces including public art and street furniture;

   v. Sustainable drainage systems (SuDS);

   vi. Allotments, community orchards and woodlands; and

   vii. Heritage facility, such as a museum or archive storage.

c. Requirements to ensure the quality of all open space and physical assets on handover to the Trust or elected body will be set out in a Section 106 legal agreement.

## Folkestone Strategic Allocations

**4.213** The Core Strategy Review's two site allocations at Folkestone make up this sub-section of the plan.

### Folkestone Seafront

Planning permission for Folkestone Seafront (12/0897/SH) was granted on 30 January 2015; a subsequent Section 73 application for amendments to the masterplan was approved on the 26 September 2018. Policy SS10: Spatial Strategy for Folkestone Seafront is retained from the 2013 Core Strategy[20] to guide future phases of development.

### The Site

**4.214** Vacant land at Folkestone's Seafront and Harbour – including the former port area – lies close to the town centre. On the main route between these areas of potential is the Creative Quarter (which will develop further in line with policy CSD6). At its western end, the Seafront meets the rejuvenated Coastal Park, and the site is highly prominent from the Leas part of the town centre lying on the cliff-top above.

**4.215** The redevelopment of Folkestone Seafront provides a unique opportunity for the town to reconnect with the coast and reinvent itself as a place to live, work and visit. It can provide new facilities and a design providing a contemporary sense of place, but also drawing on strong historic maritime associations. The Harbour, built from 1807 onwards, is grade II listed in part. From the mid-nineteenth century it benefited from a direct connection to the national railway network, and the area played an important military role during times of war in the first half of the twentieth century. The decline of seaside mass tourism, and then the closure of ferry services in 2000, have left a large under-used area which has lost its sense of vitality and purpose and currently benefits little from its prominent coastal location.

### The Proposal

**4.216** Although most of the land is cleared, there is a collection of listed buildings and the Folkestone Leas and Bayle Conservation Area in and around the site. It is essential that the redevelopment of the harbour and seafront adopts sound urban design principles, recognising the strategic importance of the site, its history and key role in the town's future. The policy does this by allowing for a variety of uses, complementing Folkestone town centre and creating a meaningful and successful place in its own right.

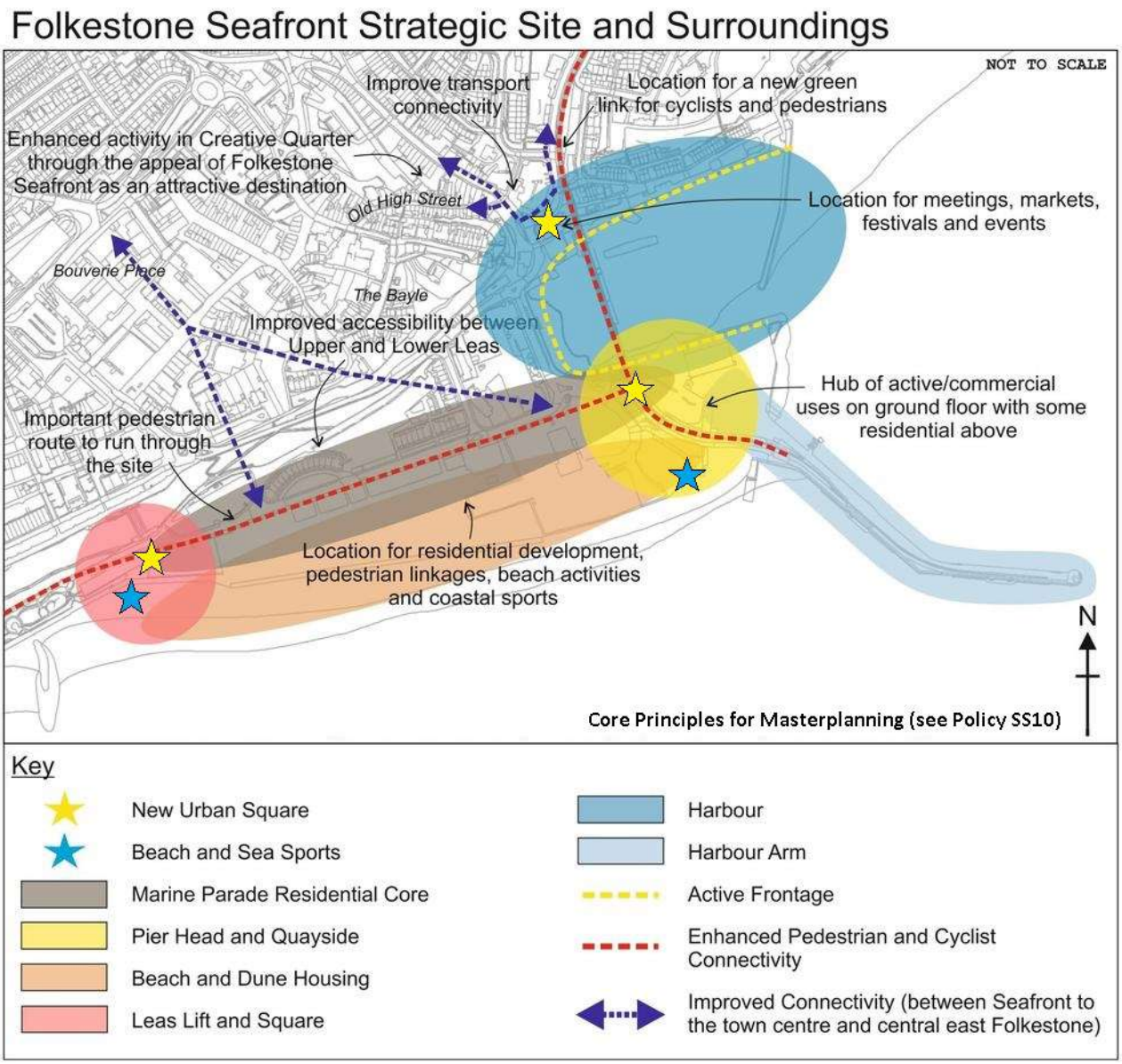
**4.217** The site is suitable for mixed-use development, focused around distinct character areas and comprising the beach and residential uses, allied with significant active or commercial uses to provide a vibrant destination. It is important that recreational and open space uses, and leisure (potentially including food and drink) premises utilise the site's waterside location. Infrastructure upgrades will need to be provided to improve connections from the Seafront to the heart of the town centre lying above. Adjoining land to the north of the site will need to be addressed to ensure ease of movement to and from the town centre.

**4.218** The Harbour frontage provides a special waterside environment to attract new commercial investors. This would introduce new forms of activity to the area (complementing recent restaurant developments), extend the appeal of Folkestone, boost the local housing market and regenerate the area.

**4.219** Key aspects of the current proposals are shown illustratively in Figure 4.6 below, and should be used to inform further masterplanning of the development. The exact extent of land allocated is shown on the Policies Map. Reference should also be made to policy CSD6's provisions for regeneration in the Creative Quarter, and the interrelationship with central Folkestone.

20 This policy is numbered SS6 in the 2013 Core Strategy

**Figure 4.6 Folkestone Seafront Strategic Site and Surroundings**




**4.220** Local partners should work together to further improve connectivity between the seafront and town centre. The area at the entrance to the Harbour and Creative Quarter forms a natural meeting point and should be significantly improved to develop its role as a public open space. It requires a partnership between district and county councils and the developer to deliver movement enhancements (see policy SS5). Sympathetic highway improvements (including the public realm, and along Tontine Street/Tram Road for bus access) will be necessary, in addition to the proposed green link.

**4.221** South of the Harbour lies the Pier Head and Quayside Quarter which could be suitable for more intensive development and a greater mix of uses. Together with the high-quality beach and the Harbour, the Pier Head and Quayside should provide a cluster of uses and activities creating a destination to visit in its own right, providing a mixture of retail, restaurants, bars, offices and homes, in a historic maritime environment.

**4.222** This will be supported by connections from the Harbour area to East Folkestone, together with a re-imagined, attractive Marine Parade featuring beach-side homes alongside existing listed buildings, forming an appealing route for pedestrians and cyclists (linking to the Coastal Park).

**4.223** Development in the area (CSD6) will be able to draw from both the coastal environment and the rich history of the site; for instance through design features, public art and displays. Redevelopment of the site must both conserve and enhance the character and setting of the wider conservation area and listed buildings. The marine environment also offers opportunities for significant biodiversity enhancement. All these aspects should be addressed through high-quality design and architecture complementing a mix of active uses, providing the appeal and vibrancy of a flagship coastal destination and visitor attraction for central Folkestone.

**4.224** The development lends itself to the promotion of standards of sustainable construction that are higher than current national requirements. This may include: high levels of energy efficiency; decentralised and low carbon energy generation; grey water recycling and sustainable drainage systems (SuDS); and development to promote healthy lifestyles.

## Policy SS10

**Spatial Strategy for Folkestone Seafront**

Folkestone Seafront is allocated for mixed-use development, providing up to 1,000 homes, in the region of 10,000 sqm of floorspace comprising small shops and retail services, offices (within class E) and other community and leisure uses; together with beach sports and sea sport facilities and with associated and improved on-site and off-site community and physical infrastructure.

Planning permission will only be granted where:

a. Proposals clearly support the delivery of planned incremental redevelopment for a distinctive, unique and high-quality seafront environment, with a mix of uses providing vitality for the whole site and Folkestone.

b. The proposals directly contribute to the regeneration of Folkestone by reconnecting the town centre to the Seafront, and enhancing the attractiveness of Folkestone and its appeal as a cultural and visitor destination, complementary to the Creative Quarter and existing traditional maritime activities.

c. Development is appropriately phased to ensure benefits can be fully realised, with infrastructure improvements delivered at appropriate stages to ensure on-and off-site facilities are available to create a sense of place and community and to manage environmental improvements in relation to infrastructure capacity.

d. Sufficient contributions are made to highways, public transport and parking arrangements to provide sustainable connectivity between the Seafront development, the town centre and central and eastern Folkestone, including improved pedestrian, cycle and bus links and according with SS5.

e. Appropriate financial contributions are provided to meet additional school pupil places generated by the development.

f. Design is of very high quality, preserving the setting of the key heritage assets and archaeological features of the site, sympathetic to the landscape and coastal character of the area including the retention of the Inner Harbour Bridge.

g. The layout is planned to achieve sufficient ground floor active/commercial uses in and around the Harbour and at the Pier Head Quarter to ensure a sense of vitality can be maintained, fully utilising the setting, and also featuring a central avenue and a range of open and enjoyable coastal environments.

h. Development delivers 22% affordable housing dwellings for central Folkestone, subject to viability.

i. Residential buildings achieve a minimum water efficiency of 110 litres/person/day. All development must be designed and constructed to achieve high standards of environmental performance, and buildings should be designed to allow convenient waste recycling.

j. All development is located within the site in accordance with national policy on the degree of flood risk and compatibility of specific use and, where necessary, includes design measures to mitigate flood risk.

k. Development proposals include an appropriate recreational access strategy to ensure additional impacts to Natura 2000 site(s) are acceptably mitigated, in accordance with policy CSD4.

Any detailed planning application submitted in relation to any of the site will only be granted if it is supported by and consistent with either:

- A masterplan for the whole site produced in line with this policy, or
- An outline/detailed planning application for the whole site that provides satisfactory masterplanning in line with this policy, including phasing proposals and necessary viability assessments.

Masterplanning for the site should accord with the core principles shown in Figure 4.6.

**4.225** For the avoidance of doubt, any planning application should comply with other applicable elements of Core Strategy policy, including the provision of Lifetime Homes within the mix of residential development (CSD2), and flood risk management (SS3).

**Shorncliffe Garrison, Folkestone**

A hybrid permission, including full planning permission for phases 1A and 1B at Shorncliffe Garrison, Folkestone (14/0300/SH) was granted in 17 December 2015, totalling 1,200 homes. Development started on site in 2016 and 233 homes had been completed by the start of the Core Strategy Review plan period in 2019/20. Construction is continuing on site and, with further reserved matters applications being approved, around three quarters of the strategic site is now complete, under construction or has detailed planning permission awaiting start on site. A further 967 homes are expected to be completed by the end of the plan period in 2036/37, completing the development of the strategic site. Policy SS11: Spatial Strategy for Shorncliffe Garrison, Folkestone is retained from the 2013 Core Strategy[21] to guide the remaining phases of development.

**The Site**

**4.226** The Shorncliffe area, in west Folkestone, is part of the district's rich military heritage. The military presence here dates back to the early nineteenth century. Along with the Shorncliffe Redoubt, Martello Towers and the Royal Military Canal, the garrison formed part of the key fortifications built in anticipation of invasion by Napoleon following the French revolution and has remained an important training area for the British Army, used alongside Hythe and Lydd Ranges.

**4.227** Military land take in the area has changed periodically, with land historically released for expansion of the community of Cheriton, which is centred around its district shopping centre north of the railway. Folkestone West High Speed 1 railway station and M20 junction 12 are close to Cheriton. Although integrated within Cheriton, topography in particular distinguishes Shorncliffe from the coastal communities of Sandgate and Seabrook to the south, further military land in the Seabrook Valley (including the small settlement of Horn Street) and open countryside to the west. The site is therefore located within a transitional area between the town and less built-up land, currently dominated by utilitarian military uses.

**4.228** The Ministry of Defence (MoD) concluded a review of its land holdings and operational requirements within the area (which include further married quarters accommodation for service personnel) which found that significant improvements were needed to the Military Estate within the district to meet the MoD's needs, while much of the land in the garrison comprised old, inefficient and underutilised buildings that were not suitable for modern defence purposes.

**4.229** In total the area released by the MoD comprises over 70 hectares, over half of which forms open space such as the "back door training area" to the west within the Seabrook Valley, Shorncliffe Redoubt and sports pitches such as "The Stadium". The remaining area provides predominantly previously developed 'brownfield' land with potential for a new neighbourhood. This includes the current Risborough and Burgoyne Barracks and part of St Martin's Plain on the western edge of Cheriton.

**4.230** Folkestone is constrained to the north and east by key elements of the green infrastructure network, and to the south by the sea. The logic of an urban extension in this location has therefore been long-established. A land consolidation project by the MoD has made this area available for redevelopment while the MoD upgrades its facilities at Shorncliffe and elsewhere in the district. Release of superfluous sites for redevelopment raises public sector funds for investment in high-quality modern accommodation at Shorncliffe and elsewhere in the district (notably Lydd Training Camp). A significant military presence will be retained at Shorncliffe on the Sir John Moores barracks land in the south east of the site and at St Martin's Plain.

**4.231** The MoD has worked closely with the council in ensuring that land is brought forward for development in a managed and comprehensive way. An indicative masterplan document, including technical appendices in relation to transport, utilities and environmental conditions, was prepared for the MoD to underpin this strategic allocation. The conceptual diagram below (Figure 4.7) broadly reflects the indicative masterplan, which forms a key element of the evidence underpinning this policy.

21 This policy is numbered SS7 in the 2013 Core Strategy

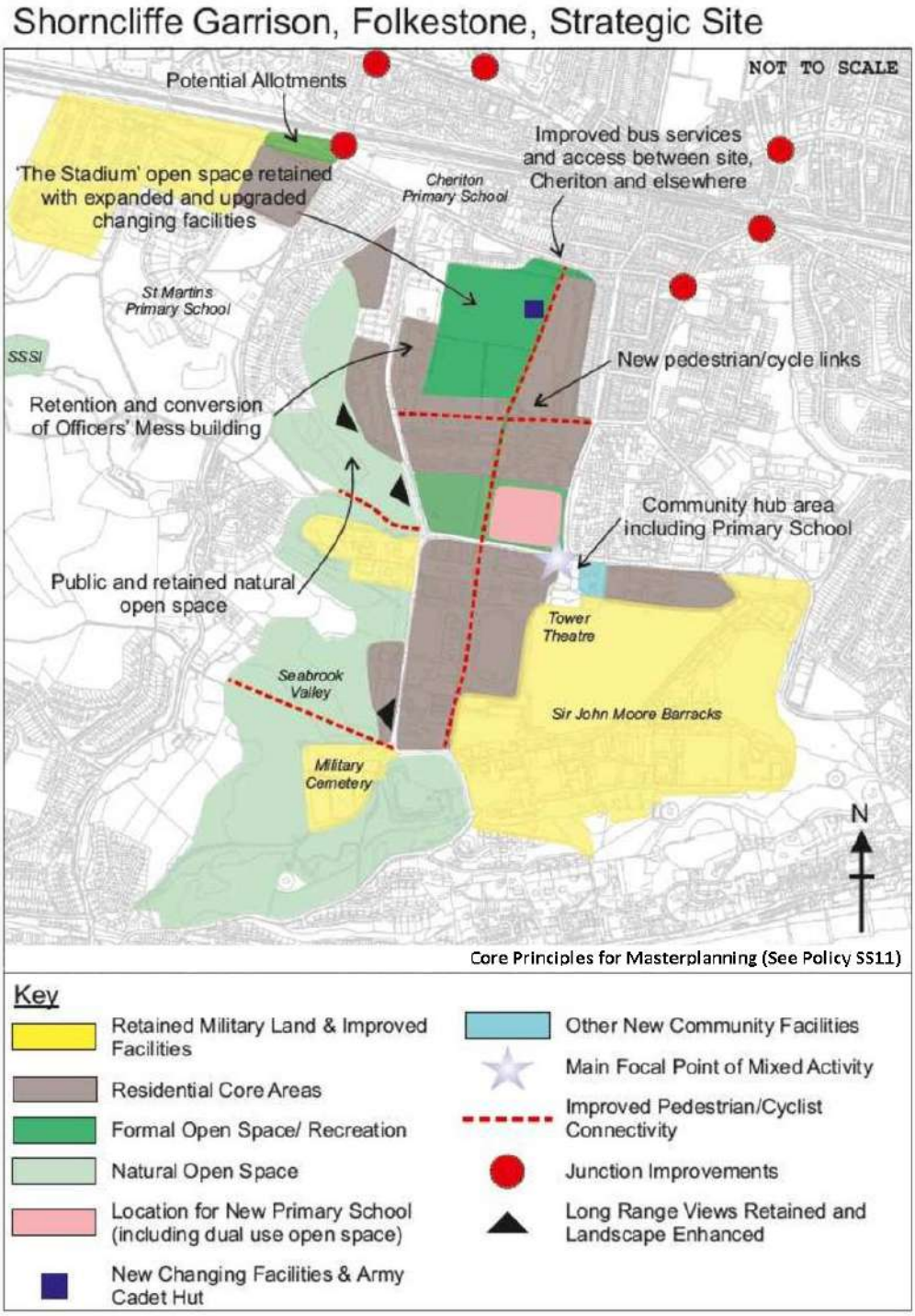
**The Proposal**

**4.232** The scale and location of available land at Shorncliffe offers an important opportunity for providing high-quality family housing contributing to and benefiting from existing and upgraded services and infrastructure (including Cheriton High Street and High Speed 1 rail services). Enhancing the public realm and open spaces in the locality can benefit the surrounding community.

**4.233** There is excellent potential to provide a primarily residential development which can integrate well with the existing residential area, increasing local housing choice and services. Additionally it can support improved sports facilities, unlock new public greenspace and improve access and bus services in west Folkestone and Cheriton. The development can also provide significant new community and public services.

**4.234** Key aspects of the current proposals are shown illustratively in Figure 4.7 below and should be used to inform further phases of the development. The exact extent of land allocated is shown on the Policies Map.

**Figure 4.7 Shorncliffe Garrison Strategic Site**




**4.235** Development should be laid out to form a legible street network, drawing on the scale and pattern of development in nearby Victorian streets. The development should contribute to the sense of place and Kent Design objectives (policy CC3 of the SPD) and enhance connectivity and legibility from north to south and east to west, improving access for pedestrians, cyclists and the management of vehicular traffic.

**4.236** While the majority of buildings on the barracks are not listed, an assessment of the site undertaken by Historic England as part of application Y14/0300/SH considered that the Racquet Court, Concrete Barrack Block, Sir John Moore Library and the Risborough Gates should retained as heritage assets and were afforded Grade II Listed status. Nevertheless, it also identified other features within the site that were worthy of retention, and required developers to record and advance understanding of the significance of any heritage assets to be lost. Further investigation may reveal opportunities for confirmation of, and improvements to, features of military interest for visitors.

**4.237** The site is well placed in the district, with motorway and high speed rail services nearby. The provision of day-to-day services on site (such as the primary school) will limit overall traffic generation. However in line with policy SS5, close attention is needed to the package of upgrades and contributions necessary to offset travel impacts generated by new residents, especially connections to strategic transport routes. A list of junction improvements, including tackling the existing limitations of Horn Street railway bridge and critical upgrades on Cheriton High Street (notably the highway near the M20 junction approach, where it may be appropriate for other developments to contribute) are outlined in the Infrastructure Delivery Plan.

**4.238** Pedestrian and cycle access routes underpin the layout and linkages to the new community hub, and towards the heart of Cheriton. There is scope for a substantial expansion to the local bus network. With a developer contribution and other support measures an expansion of services can be delivered in the early phases of the development, with the prospect of an increased choice of destinations within the Urban Area for Cheriton and Shorncliffe residents. Improvements to integrated bus and cycle links with Folkestone West High Speed 1 railway station are a priority.

**4.239** The site should provide high-quality well-designed dwellings. Sustainability features should in particular seek to achieve very high levels of water efficiency and address the social needs of the district.

**4.240** The site will make an important contribution to meeting the housing needs of western Folkestone. In accordance with Core Strategy Review policies, a significant proportion of homes will be designed to be flexible to the needs of residents as they age, and affordable homes will also be provided (intermediate[22] and rented tenures).

**4.241** The proposals will provide increased public open space in the Shorncliffe/Seabrook/Horn Street area. Any changes will be governed by a protective open space strategy, taking account of national policy and the council's green infrastructure approach. In particular, many existing sports pitches play an important recreational and open space amenity role for residents, especially at The Stadium, and these can be enhanced through the proposals.

**4.242** The steeply sloping training land in the Seabrook Valley will be released from military use and under these proposals will be better used for its green infrastructure (conservation and landscape) functions, subject to arranging improved public management of the land. Improvements to the Seabrook Valley are very important to deliver the district's green infrastructure strategy (policy CSD4). Particular attention should be paid to biodiversity enhancement, with potential connections to the Site of Special Scientific Interest (SSSI) to the west of Seabrook Valley, and facilitating use of the new public open space (consistent with nature conservation objectives). Enhancements may also contribute to Water Framework Directive objectives (see CSD5).

**4.243** The redevelopment of the barracks shall include a replacement army cadet centre and changing rooms facility at The Stadium. A central community hub will be delivered though making land available and possible contributions to a new primary school, plus a health and medical centre or similar adjacent to the Tower Theatre, linking in with the existing community facilities serving the wider area.

**4.244** The strategic allocation involves land disposal to fund further public investment in the district and on-site. Development delivery must be flexible in terms of the MoD's operational requirements. An appropriate phasing arrangement will need to be secured to enable development to proceed successfully and for infrastructure

22 There is the opportunity for the MoD to provide married quarters for qualifying soldiers serving in local regiments, as part of the 'intermediate' element of the mix of housing, subject to there being a mechanism to ensure these houses can be returned to the district's general stock of affordable housing in the longer term if no longer required by the MoD.

to be delivered in a timely manner. Specific proposals should relate to whole development parcels of land, or for smaller areas should demonstrate that they do not risk prejudicing the implementation of future proposals within the allocation.

## Policy SS11

**Spatial Strategy for Shorncliffe Garrison, Folkestone**

The Shorncliffe Garrison complex is allocated for a predominantly residential development of 1,200 dwellings and an improved military establishment, together with a hub of new community facilities, associated enhancements to sports and green infrastructure, and on-site and off-site travel infrastructure upgrades.

Planning permission will also only be granted where:

a. Residential development is shown to be part of a comprehensive approach to modernisation and consolidation of military land within the district.

b. Development is appropriately phased to ensure benefits can be fully realised, with infrastructure improvements delivered at appropriate stages to ensure on- and off-site facilities are available to create a sense of place and community and to manage environmental impacts in relation to infrastructure capacity.

c. Significant transport improvements are delivered including appropriate contributions for critical junction upgrades, and other highway improvements, and a contribution is made to improved and extended bus services and further sustainable travel measures for walking and cycling (including connections to Cheriton High Street and Folkestone West railway station) in accordance with policy SS5.

d. The proposal includes on-site provision of appropriate community infrastructure including land and possible contributions towards a new primary school (up to two-form entry) and health/care facility (and/or delivery of a community/public facility of equal social value).

e. The proposal incorporates high-quality green infrastructure at the design stage, with sports and public open space usable for active recreation retained in line with national policy, and improved changing facilities provided at 'The Stadium'.

f. Land at Seabrook Valley as shown in Figure 4.7 is released from military use for public and natural open space purposes, and a management strategy is in place to enhance biodiversity and to increase accessibility to the countryside where appropriate. Development proposals shall include an appropriate recreational access strategy to ensure additional impacts to Natura 2000 site(s) are acceptably mitigated, in accordance with policy CSD4.

g. The design and layout of development should form a legible network of streets, drawing on the scale and pattern of surrounding development so as to enhance connectivity from east to west with a strong new south to north pedestrian/cycle axis, through the site. Townscape, heritage and archaeological analysis should be undertaken prior to the demolition of any buildings. This should ensure good place-making through the retention of important features, including heritage assets and reference to former uses on the site.

h. Development design integrates fully and sensitively with the existing residential neighbourhoods of Cheriton and with the Seabrook Valley landscape.

i. Development delivers 22% affordable housing dwellings for the Urban Area subject to viability.

j. Residential buildings achieve a minimum water efficiency of 110 litres/person/day. All development must be designed and constructed to achieve high standards of environmental performance, and buildings should be designed to allow convenient waste recycling.

k. A programme is agreed for the satisfactory remediation of the land.

Any detailed planning application submitted in relation to any of the site will only be granted if it is supported by and consistent with either:

- A satisfactory masterplan for the whole site produced in line with this policy, or
- An outline/detailed planning application for the whole site that provides satisfactory masterplanning in line with this policy, including phasing proposals and necessary viability assessments.

Masterplanning for the site should accord with the core principles shown in Figure 4.7.

**4.245** For the avoidance of doubt, any planning application should comply with other applicable elements of Core Strategy policy, including on the provision of Lifetime Homes and family dwellings within the mix of residential development (CSD2).

# Core Strategy Delivery

# 5 Core Strategy Delivery

This section focuses on the delivery of the Core Strategy Review with policies labelled 'CSD'. Apart from the last part devoted to implementation, it focuses on more thematic or area-based policies.

## 5.1 Core Policies for Planning

**Balanced Neighbourhoods**

- Primary aims: *A1, A7, A8, C2, C5, D2, D5, D6, D8* (see section 3.1).
- Main local evidence base studies: *Sustainability Appraisal, Strategic Housing Market Assessment (PBA, March 2017)*

**5.1** This section covers one of the key influences on the social makeup of neighbourhoods: the tenure mix of housing. Popular settlements are those that not only appeal in terms of having a distinctive identity, high-quality environment and good infrastructure, but where there is a balanced community. Neighbourhoods are made up of a mix of people and to this end, and to address significant needs for housing, every development should include a range of accommodation if feasible.

**5.2** In addition to new residential development in this plan, housing priorities for the district as set out in the council's Housing Strategy are to provide high-quality affordable homes to meet local needs, improve the condition of the homes, support vulnerable people and make the best use of the existing housing stock.

**5.3** Many of these issues are addressed through the spatial strategy (policies SS2 and SS3). In regard to affordable housing it is important that a variety of different tenures are provided. There is a growing range available to meet individual circumstances; alongside affordable rented, affordable housing can include starter homes, discounted market sales housing and shared equity products which allow occupiers to 'staircase up' to full ownership.[1]

**5.4** All new developments with a residential element should address the district's significant affordable housing needs, including smaller sites, which form a considerable proportion of the housing supply. This policy is complemented by substantial new provision to be delivered through a new garden settlement in the North Downs Area and other strategic sites, some of which have planning permission or are under construction (see policies SS6-SS11).

**5.5** Since the adoption of the Core Strategy in 2013, the government has introduced legislation that limits the requirement to provide affordable homes to developments of 11 or more dwellings or, in Areas of Outstanding Natural Beauty, six dwellings or more. Given this, the Core Strategy Review amends policy CSD1 to take account of this change.

**5.6** The Strategic Housing Market Assessment (SHMA) indicates that 139 new affordable homes are required a year in the district.[2] Of these affordable homes, the SHMA indicates that 70 per cent should be affordable rent/social rent and 30 per cent should be shared equity.

**5.7** Historically affordable housing delivery as part of market housing developments has been relatively low in the district, with 178 affordable homes delivered by Section 106 agreement over the period 2012/13 to 2017/18 (around 30 affordable homes a year). However, 303 additional affordable homes have been delivered over this period by other means (around 50 affordable homes a year), including direct provision by the district

1 A definition of affordable housing is given in the National Planning Policy Framework (NPPF). This definition includes: affordable housing for rent; starter homes; discounted market sales housing; and other affordable routes to homes ownership (such as shared ownership, other low cost homes for sale and rent-to-buy).

2 SHMA Part 2 - Objectively Assessed Need for Housing (PBA, December 2016), paragraph 5.29

council and registered affordable housing providers. Given the strategic development allocated in this Core Strategy Review it is anticipated that the numbers of affordable homes delivered through market housing developments will increase significantly.

**Affordable housing delivery**

The 2013 Core Strategy set a target to deliver 100 affordable homes a year. The council's Strategic Housing Market Assessment found that an average of 139 affordable homes a year now need to be provided to meet existing need and the future need that is likely to arise over the Core Strategy Review plan period.

The target is therefore set to provide 139 affordable homes a year over the plan period 2018/19 to 2036/37 or 2,640 affordable dwellings in total.

Discounting smaller sites which are not required to provide affordable homes ('windfall' development), 2,640 homes represents approximately 22 per cent of the projected housing provision for the plan period. Affordable housing contributions have therefore been set at a minimum of 22 per cent of all new sites in the Core Strategy Review, subject to viability; for those allocations with planning permission (for example Policies SS10 and SS11) requirements are unchanged from the 2013 Core Strategy.

Provision at 22 per cent is considered to be realistic and deliverable. If, over the course of implementing the Core Strategy Review, monitoring identifies that targets are not being met this will be assessed as part of a future review of the plan.

## Policy CSD1

**Balanced Neighbourhoods**

Development resulting in new housing (class C3) will be allowed in line with policy SS3 (optimising distinctiveness, appeal, sustainability and accessibility of places) where it contributes to the creation of balanced neighbourhoods through high-quality design proposals which address identified affordable housing needs.

All housing development should include a broad range of tenures incorporating market housing for sale and affordable housing (affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership including rent to buy and shared ownership), wherever practicable and subject to viability, as follows:

- Development proposing (or land capable of accommodating) 6 to 10 dwellings (net gain) within the Kent Downs Area of Outstanding Natural Beauty should provide financial contributions towards the provision of affordable housing equivalent to one affordable dwelling on-site;
- Development proposing (or land capable of accommodating) 11 to 14 dwellings (net gain) at any location within the district should provide two affordable dwellings on-site; and
- Development proposing (or land of 0.5ha or more in size) 15 or more dwellings (net gain) at any location within the district should provide 22 per cent affordable dwellings on-site.

For development proposing 15 or more dwellings, as a starting point approximately 70 per cent of the affordable housing to be provided shall be affordable housing for rent. For sites under this threshold, the proportion of affordable housing tenures will be negotiated on a site-by-site basis.

Provision should be made on-site unless off-site provision through a financial contribution of broadly equivalent value can be robustly justified. Where a site-specific viability assessment is provided with an individual planning application and it can be demonstrated to the reasonable satisfaction of the Council that the proposed development would not be viable with the full affordable housing requirement, the Council will give consideration to allowing an appropriate level of relaxation of the requirements.

Affordable housing developments will be allowed at sustainable rural settlements as an exception to policies of rural development restraint where it can be demonstrated that there is a requirement in terms of local need and the proposed site is suitable for this purpose.

Provision of affordable housing within individual sites and settlements should so far as possible be dispersed and designed to integrate in terms of function and appearance with the market housing.

**5.8** It is expected that, to ensure the delivery of mixed and sustainable communities, affordable housing provision will be made on-site, especially on medium-scale and larger developments. Should this be shown to be impractical on a specific site, then an equivalent financial contribution will be required. This will be monitored and reviewed.

**5.9** The tenure mix within affordable housing products is set out in policy CSD1 to guide larger developments, based on evidence in the SHMA. For smaller developments these proportions may not be achievable, and the type of tenure will be negotiated in the context of local needs and the circumstances of individual sites.

**5.10** Nearly all non-urban housing areas face particularly acute problems of access to local housing, especially in the north of the district. To meet rural housing needs, and to address the often significantly more expensive nature of the district's rural housing markets, an 'exceptions' approach to rural affordable housing will be important as set out in national policy and Places and Policies Local Plan Policy HB6.

**District Residential Needs**

- Primary aims: *A1, A4, A8, C2, C3, C5, D1, D2, D6* (see section 3.1).
- Main local evidence base studies: Sustainability Appraisal, Strategic Housing Market Assessment (PBA, 2016-17); Gypsy and Traveller Accommodation Assessment (Arc4).

**5.11** This policy covers a range of other strategic needs in the mix of residential development. Local planning authorities are required under national policy to plan for a mix of housing to meet the needs of different types of household, having regard to demographic trends and the accommodation requirements of specific groups. The district has an increasingly ageing population and a trend towards people living in smaller households.

**5.12** To plan for a sustainable community in line with strategic needs, an appropriate housing mix is required, meeting the needs of existing residents while also attracting new households; it is particularly important to appeal to families and key employees.

**5.13** A more balanced social make-up will support economic objectives and public services for all the community but developments must also be designed to address demographic pressures. Good residential development should respond to local needs for the right type of housing, and decently designed and sized accommodation provides the flexibility for a variety of living, caring and working arrangements to take place within the home.

## Policy CSD2

**District Residential Needs**

Residential development and new accommodation should be designed and located in line with the spatial strategy's approach to managing demographic and labour market changes and meeting the specific requirements of vulnerable or excluded groups.

Within developments of 15 or more dwellings (net gain), where viable and practical:

- A range of housing tenures should be provided including owner-occupied and private rented and affordable housing in accordance with CSD1. The council's Strategic Housing Market Assessment (SHMA) will be used as a starting point for determining the mix of tenures; and
- A range of sizes of new dwellings should be provided. As a starting point, this range should reflect the mix identified in the SHMA as follows:

| Tenure | One bed (per cent) | Two to three bed (per cent) | Four bed + (per cent) |
|---|---|---|---|
| Owner-occupied / private rent | 5 - 20 | 65 - 70 | 15 - 30 |
| Affordable tenures (as defined in the National Planning Policy Framework) | 20 - 25 | 50 - 60 | 20 - 25 |

Specialist units for older people (Class C3(b)) will be delivered primarily through strategic allocations as part of a new garden settlement in the North Downs Area (Policies SS6-SS9) and expansion at Sellindge (Policy CSD9).

Elsewhere, residential accommodation providing an element of care for, or supervision of, elderly or other individuals in need of supervised care will be permitted in line with the above and where:

a. It does not lead to an over-concentration of socially vulnerable people in any neighbourhood, and

b. It makes a suitable contribution as necessary to the community and sustainable transport infrastructure needs associated with residents, and

c. It is designed to facilitate the provision of high quality care.

The accommodation needs of specific groups will be addressed on suitable sites based on evidence of local need, including appropriate provision for Gypsies, Travellers and Travelling Showpeople.

**5.14** The Spatial Strategy requires a mix of housing size to be provided, as set out in Policy CSD2. In planning decisions consideration should be given to the particular circumstances of the development including design, practicality (for example regarding the management of properties) and viability.

**5.15** The very elderly or other vulnerable people (including those with significant care needs) should be enabled to remain in their own homes wherever possible, as an alternative to institutional accommodation. The adaptation of existing housing stock to enable independent living is supported. Given the district's demographic profile it is essential to build flexibility into new homes, enabling them to meet the lifelong needs of their occupants. (In turn this can reduce unnecessary demands on healthcare resources, although it may still be appropriate for developers to make a contribution towards needs that directly arise from new development in line with SS5.)

**5.16** Proposals that feature a mix of residential development, including dwellings that meet M4(3) Category 3: Wheelchair User Dwellings standards as set out in Building Regulations, will be welcomed. Kent County Council estimates that people with physical disabilities will be the most sizeable group of Adult Social Services clients arising from planned residential development. All accommodation designed to meet the needs of the elderly should meet the above standard and include suitable, accessible storage for mobility scooters.

**5.17** Alongside independent living support, new facilities that provide care for the elderly and other vulnerable groups may be required. In particular, large developments may provide an opportunity to construct facilities to contribute to more sustainable communities, in addition to new affordable housing and general market dwellings (Class C3).

**5.18** Development for care facilities should be integrated within neighbourhoods, with close consideration to a design and location appropriate to the needs of occupants. This relates to both the adequacy of services in the vicinity, and whether the proposals themselves would allow modern and effective care provision (both internally and through features for prospective residents such as suitable garden areas on-site).

**Planning for travellers' sites**

In August 2015 the Government introduced new guidance, 'Planning policy for traveller sites' which contains a revised definition of the term 'gypsies and travellers'. The council has completed a new Gypsy and Traveller Accommodation Assessment (GTAA), to reflect the new definition, working in partnership with the other Kent local planning authorities and consultancy Arc[4]. **(3)** Findings from the assessment will inform policy and site allocations in the review of the development plan.

**Rural and Tourism Development**

- Primary aims: *A1, A2, A3, A8, B6, B7, B8, C5, C8, D2, D3, D4, D8* (see section 3.1).
- Main local evidence base studies: *Sustainability Appraisal, Rural Services Study, Employment Land Review.*

**5.19** This policy provides a district-wide approach to economic and social regeneration, complementing spatial strategy policies through addressing needs of small settlements, businesses and the countryside. In line with national policy a positive framework needs to be provided for more scattered functions and places, small business and rural needs, capitalising on sense of place and heritage. This must accord with countryside protection and sympathetic design and landscaping.

**5.20** Appropriate flexibility is needed for genuinely rural uses – including the exceptional rural housing need in areas outside settlements – where the countryside protection principle established in SS1 would otherwise substantially constrict development, and the detail of this may be brought forward through policies in neighbourhood plans. (In addition, Places and Policies Local Plan policies E6 and E7 contain further guidance on this issue.)

**5.21** Like most of Kent and many rural areas, the district's economy is reliant on the employment generated by small firms, but diversity brings its own resilience and a range of opportunities that need to be seized.

3 The new GTAA supersedes the East Kent Gypsy, Traveller and Travelling Showpeople Accommodation Assessment, (University of Salford, April 2014).

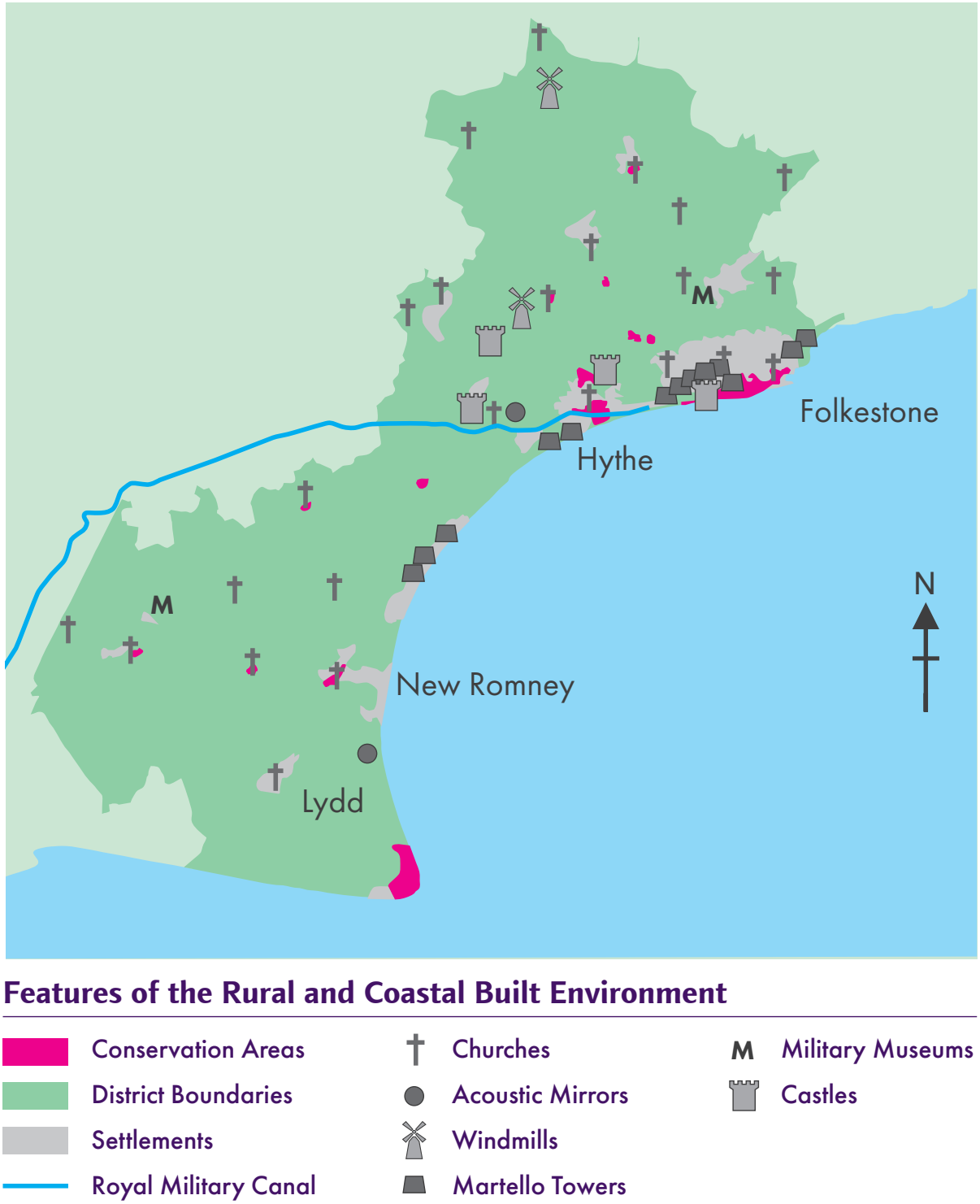
**5.22** Improved communications, particularly digital, can improve the competitive offer of rural East Kent economies. The rural parts of the district have particular infrastructure and communication needs, particularly regeneration requirements in places like Romney Marsh. More immediate benefits to business from upgrades such as High Speed 1 rail are most likely to be felt in Folkestone and the M20 corridor, but competitive advantages accrue in 'access dependent' sectors elsewhere (for example tourism).

**5.23** Improved connectivity will be important, through maximising transport choice, reinforcing coastal travel routes, and promoting rural cycling and walking as healthy activities in their own right.

**5.24** Many of the district's enterprises, especially smaller ones, are found in its villages and countryside. In particular, tourism-related activities have traditionally been important along the coast. Tourism activities (visiting an area for leisure, business or family reasons) by their nature present challenges in co-ordinating the work of different sectors and the mix of attractions and accommodation across a wide area. Overnight stays by visitors to the district need to increase to maximise value to the local economy.

**5.25** The district still retains many traditional tourism facilities, especially in coastal areas – for instance beach resorts and the Romney Hythe and Dymchurch Railway – as well as accommodation such as caravan and camping parks on the Romney Marsh.

**Figure 5.1 Features of the Rural and Coastal Built Environment**




**5.26** Figure 5.1 shows that although clusters exist on the coast, key features of the district's attractive historic environment are also found across the North Downs and Romney Marsh, especially the built environment and military artefacts. The latter may particularly help to attract visitors given increasing interest in the area's role as a frontier in times of national conflict.

**5.27** The Heritage Strategy identifies the positive role heritage can play in the district's future, including:

- Acting as a catalyst for economic and social regeneration;
- Encouraging tourism and visitors; and
- Contributing to improved public health and wellbeing.

**5.28** However, while proposals affecting heritage assets will be considered positively, some assets are worthy of conservation for their significance alone and some may be incapable of re-use or being made viable. Places and Policies Local Plan policy HE1 supports proposals that provide, where possible, a viable use that assists in social and economic regeneration and ensures the long term protection, conservation and, where appropriate, the enhancement of heritage assets in line with legislation.

**5.29** This approach will be complemented by the restoration and enhancement of historic military landmarks within towns, and the upgrade of cultural attractions in the Urban Area. Events in and around the town centres, such as the Folkestone Triennial, are drawing in new visitors. Improvements to the public realm and the retail, leisure and cultural mix of centres, and maintaining sufficient accommodation will underpin tourism in the Urban Area in line with policies CSD6, CSD7 and SS10.

## Policy CSD3

**Rural and Tourism Development**

Proposals for new development in locations outside the settlements identified in the settlement hierarchy may be allowed if a rural or coastal location is essential, or to protect or enhance green infrastructure assets in line with Policy CSD4. Development in these locations will be acceptable in principle if for:

a. Affordable housing (rural exceptions in accordance with CSD1, or allocated sites);

b. Accommodation to provide for an essential need for a rural worker (including a person who is in majority control of a farm business) to live permanently at or near their place of work in the countryside;

c. Agriculture, forestry or equine development;

d. Sustainable rural diversification, and tourism enterprises as set out below;

e. Local public or essential services and community facilities in line with policies SS3/4;

f. Replacement buildings (on a like-for-like basis) and the subdivision of existing residential dwellings;

g. The re-use of a redundant or disused building and the enhancement of its immediate setting;

h. Building conversions that contribute to the character of their location;

i. Sustainable rural transport improvements;

j. Essential flood defences or strategic coastal recreation; or

k. Development that makes optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of a heritage asset.

To maintain the sustainability of rural communities, the loss of community facilities (including local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) in any village will be resisted unless appropriately demonstrated to be unviable in line with Places and Policies Local Plan Policy C2.

Tourist, recreation and rural economic uses will be appropriately protected and new development allowed within defined settlements in the settlement hierarchy. Where sites are unavailable within settlements – and development is proportionate in scale/impact and also accessible by a choice of means of transport – it may also be acceptable on the edge of Strategic Towns and Service Centres, and failing that, Rural Centres and Primary Villages.

Rural economic development must be consistent with the green infrastructure (GI) and coastal and water environment principles set out in Policies CSD4 and CSD5.

**5.30** The district's rural areas offer a range of attractions from Stelling Minnis in the AONB through to Dungeness at the southern tip of the district. The district's high-quality natural environment can help to support 'footloose' enterprises, existing tourist accommodation and opportunities for new small-scale high-quality accommodation and marketing of local food, drink, craft and natural produce. The North Downs offers particular opportunities for investment in existing tourist facilities, including Westenhanger and Lympne Castles, through the development of a new garden settlement (see policies SS6-SS9) and at, or adjoining, Port Lympne Reserve, subject to sympathetic consideration of the natural and historic environment.

**5.31** As a rural district with places of particular interest to visitors specifically because of their unique environments (for example, Dungeness), rural and coastal development must be appropriately managed. Planning for rural areas should therefore sympathetically utilise and enrich the beauty and character of the countryside. Therefore this policy should be read in parallel with national policy and environmental and coastal policy, particularly with green infrastructure provisions (CSD4) and Habitats Regulations Assessment findings on recreational uses and impact. Given the characteristics of the district, the scope of this policy is wide.

**5.32** In the countryside, rural services and infrastructure for residents and visitors alike may be found in a range of locations and serve far afield. It is an important principle that the stock of rural economic or social uses should be managed for the benefit of the countryside as a whole. National policy requires that services and facilities found within settlements should be retained and protected. In applying Policy CSD3 the council will have regard to the National Planning Policy Framework which states that planning policies should enable "the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship".

**5.33** There is a particular sensitivity around new buildings and structures in the countryside. This is especially so in landscapes such as the AONB or where not within or adjoining villages. Existing building(s) that contribute to the character and appearance of the local area by virtue of their historic traditional or vernacular form and are in sound structural condition should be retained and re-used. Buildings should be converted without requiring substantial alteration, extension or rebuilding, and proposed works must not detract from the character of the building(s) or their setting. Re-use and conversion of buildings can also be more resource efficient and sustainable than new build development.

**Green Infrastructure of Natural Networks, Open Spaces and Recreation**

- Primary aims: *B1, B3, B4, B6, B7, C4, D4, D5, D8* (see section 3.1).
- Main local evidence base studies: *Sustainability Appraisal, Habitats Regulations Assessment (sites other than Dungeness complex), Habitats Regulations Assessment (Dungeness SAC, Dungeness to Pett Level SPA), Green Infrastructure Report, Open Space Strategy (2017), Play Area Review (2017), Play Area Strategy (2017) Dungeness Complex Sustainable Access and Recreation Management Strategy (SARMS) (2017).*

**5.34** This policy covers the district's varied and extensive green and open spaces. To enable a strategic approach a 'green infrastructure' (GI) perspective is used. It complements the fundamental objectives of countryside protection and urban regeneration; and the policy's GI principles can also apply to the district's water features and coast.

**5.35** The following definition[4] is applied for this plan: "*For the purposes of spatial planning the term Green Infrastructure relates to active planning and management of sub-regional networks of multi-functional open space. These networks should be managed and designed to support biodiversity and wider quality of life, particularly in areas undergoing large scale change*".

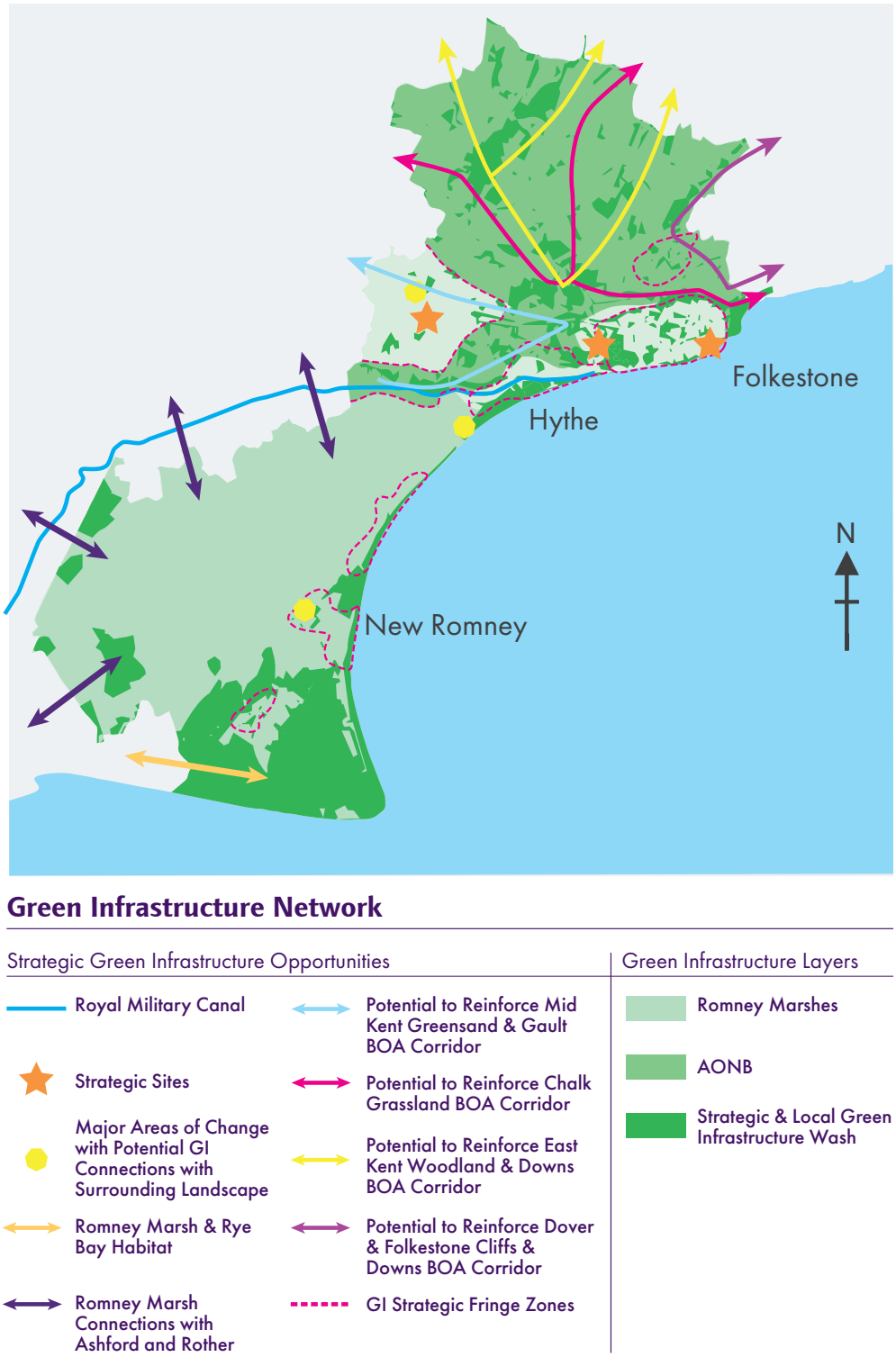
**5.36** Climate change is a major issue that will affect land use and development, particularly around the coast. The GI approach offers land management and site-specific opportunities to co-ordinate local mitigation and adaption, parallel with spatial strategy measures to reduce carbon emissions such as through more sustainable modes and patterns of travel.

**5.37** Climate change and associated flood risks illustrate how GI provisions should be applied alongside policy (CSD5) on water and the coastline.

4 Land Use Consultants (2009) South East Green Infrastructure Framework from Policy into Practice

**5.38** Natural and open spaces, including inland aquatic environments, enhance the district's character and the quality of its towns and villages. The different functions of these spaces are not mutually exclusive, and this multi-functional dimension has underpinned the concept of planning for an integrated 'green infrastructure'. For example, forests can produce fuel, define a landscape, hold recreational value, play a positive role in biodiversity and contribute to combating climate change.

**Figure 5.2 Green Infrastructure Network**



**5.39** It is not the case, however, that in all instances all facets of GI are necessarily equally sustainable or suitable; this is contingent on the nature of the asset. Some sites have a recognised primary function and may be sensitive to other uses and warrant strong protection for that sole purpose, and their future sustainable management should be based on a precautionary principle.

**5.40** A range of internationally protected habitats are notable within the district, including the Dungeness/Romney Marsh complex, with the United Kingdom's largest shingle structure at Dungeness (demonstrating the most diverse and extensive examples of stable vegetated shingle in Europe) and the grassland sites at Folkestone to Etchinghill Escarpment, and Park Gate Down.

**5.41** The district's international Natura 2000 series sites (shown in Figure 2.8) are protected by the Habitats Regulations. Following assessment[5] of the 2013 Core Strategy's compliance with these regulations, the council is working with partners to ensure the integrity of international habitats (areas outside the boundaries of international sites where these support the species for which an international site has been selected will also be protected). Key principles in this regard are set out below for Dungeness.

**5.42** As a funder of the Romney Marsh Countryside Partnership, the council has long supported work to sustainably manage tourism and recreation at Dungeness and will continue to do so. By working with stakeholders including Natural England, the Royal Society for the Protection of Birds (RSPB), the Environment Agency, landowners and neighbouring authorities, including Rother District Council, the council has developed a Sustainable Access and Recreation Management Strategy (SARMS) for the area. This includes proposals to support sustainable visiting and to monitor impacts on the Dungeness Natura 2000 series sites. Given the breadth of its membership and its cross-boundary scope, the Dungeness National Nature Reserve partner group or a similar grouping, would appear to offer a good vehicle to achieve such a strategy.

**5.43** With regard to the internationally important calcareous grassland, improved GI management and evidence gathering, including site monitoring, is specifically recognised as a necessary part of sustainable development and this applies district-wide. As at Dungeness, the council has long supported work to sustainably manage the Downs and will continue to do so through working with partners including the White Cliffs Countryside Partnership, Natural England and the Kent Downs AONB Unit, to explore new opportunities to monitor impacts and manage the Folkestone–Etchinghill international habitat.

**5.44** After internationally designated sites, protection and enhancement will apply to green infrastructure district-wide, but guided through recognising a hierarchy of sites such as national Sites of Special Scientific Interest, and then sub-national designations (for example Kent Biodiversity Action Plan (BAP)[6] habitats and geological sites and Local Wildlife Sites).

**5.45** There are other areas of strategic opportunity for biodiversity improvements in the district and these will be addressed through the green infrastructure strategy, with action complementing management of development through the planning system. At the local level, Biodiversity Opportunity Area (BOA) corridors are shown on Figure 5.2 to inform protection, and increase connectivity and habitat creation. Some linear features, including other habitats and the coastal environments and watercourses (notably the Royal Military Canal) are also of major significance due to their multi-functional and cross-boundary nature. The multi-functional nature of green infrastructure also encompasses other more local open spaces and play areas, and a network of these spaces is identified in the Open Space Strategy, Play Area Review and Play Area Strategy.[7] These documents assess the quantity, accessibility, quality and value of the district's open and play spaces and contain recommendations for their conservation and enhancement to meet future needs. Reference should also be made to Sport England's 'Active Design' guide which aims to maximise the opportunities for design in physical activity.

5 URS/Scott Wilson (2012) Habitat Regulations Assessment for Dungeness & URS/Scott Wilson (2012) Habitat Regulations Assessment for sites other than Dungeness
6 Kent BAP Steering Group (1997) Kent Biodiversity Action Plan (BAP)
7 Open Space Strategy, LUC, 2017; Play Area Review, LUC, 2017; Play Area Strategy, LUC, 2017

**5.46** In short, using this evidence the council will coordinate efforts to conserve, enhance and restore biodiversity and geological diversity and to increase provision of, and sustainably managed access to, green infrastructure within the district. This policy will support a programme of action on critical sites between partners from across administrative boundaries. To verify this, green infrastructure, in particular the condition of key sites and the implications of developments, will be a focus of increased monitoring.

**5.47** The district's coastal environment is clearly a defining element of the district's green infrastructure, as acknowledged in this plan's place-shaping objectives and Figure 5.2. In addition to marine-related habitats, the coast provides outdoor recreation for residents and visitors. The general multi-functional principle of green infrastructure needs careful consideration in this respect, as development of these functions may not be mutually complementary. However a tailored green infrastructure approach recognises that the varied nature of the coast (indeed all water assets as covered in policy CSD5) can manage stretches of coastline sustainably. A positive and integrated approach can relieve potential pressures on sensitive elements of green infrastructure, through absorbing and managing activities such as coastal recreation in places best served for that purpose, enabling enhanced protection of other key natural environments.

**5.48** It is particularly important for green infrastructure that development is consistent with coastal management plans. Proposals must not adversely affect dynamic coastal processes and should avoid unnecessarily exacerbating 'coastal squeeze' impacts as recognised in the Habitat Regulations Assessment and elsewhere.

**5.49** In coastal areas local planning authorities are required by National Planning Policy Framework paragraph 170 to take account of the UK Marine Policy Statement and marine plans in planning for coastal areas. The district council has worked with the Marine Management Organisation (MMO) in developing this Core Strategy Review and will liaise with the MMO in assessing development proposals that could affect marine interests.

**5.50** Developers putting forward proposals in the coastal area of the district should have regard to the Marine Policy Statement, the South Inshore and Offshore Marine Plan (Department for Environment, Food and Rural Affairs, July 2018) and the district's Places and Policies Local Plan, particularly policies NE8: Integrated Coastal Zone Management and NE9: Development Around the Coast.

## Policy CSD4

**Green Infrastructure of Natural Networks, Open Spaces and Recreation**

1. The council will require development proposals over their lifetime:

    i. To provide net gains in biodiversity at least to comply with statutory and/or national policy requirements (assuming no residual loss);

    ii. To demonstrate that they protect and enhance valued landscapes, sites of biodiversity or geological value and soils, commensurate to their status and quality;

    iii. So far as possible, to deliver improvements in green infrastructure (GI) assets in the district and ensure positive management of areas of high landscape quality or high costal/recreational potential identified in the Green Infrastructure Report (2011) (or any updates to this report).

2. Green infrastructure will be protected and enhanced and the loss of GI uses will not be allowed, other than where demonstrated to be in full accordance with national policy, or a significant quantitative or qualitative net GI benefit is realised or it is clearly demonstrated that the aims of this strategy are furthered and outweigh its impact on GI. Moreover:

    i. The highest level of protection in accordance with statutory requirements will be given to protecting the integrity of sites of international nature conservation importance;

    ii. A high level of protection will be given to nationally designated sites (Sites of Special Scientific Interest and Ancient Woodland) where development will avoid any significant impact;

    iii. Appropriate and proportionate protection will be given to habitats that support higher-level designations, and sub-national and locally designated wildlife/geological sites to include Local Wildlife Sites (LWS), Kent Biodiversity Action Plan habitats, and other sites of nature conservation interest;

    iv. Planning decisions will have close regard to the need for conservation and enhancement of landscape and scenic beauty in the Kent Downs Area of Outstanding Natural Beauty (AONB), which will be given the highest status of protection in relation to these issues. Development within the setting of the AONB should be sensitively located and avoid or minimise adverse impacts on the AONB. Elsewhere development must not jeopardise the protection and enhancement of the district's distinctive and diverse local landscapes, and must reflect the need for attractive and high-quality open spaces throughout the district; and

    v. Planning applications will need to be supported by ecological surveys, mitigation strategies (when required) and enhancement plans, in order to follow and apply the mitigation hierarchy, as appropriate.

3. The GI network shown in Figure 5.2 and identified in supporting evidence, and other strategic open space, will be managed with a focus on:

    i. Adapting to and managing climate change effects;

    ii. Protecting and enhancing biodiversity and access to nature, particularly in green corridors and other GI strategic opportunities in Figure 5.2, with appropriate management of public access (including the Sustainable Access and Recreation Management Strategy for Dungeness and together with a strategic approach to the international sites as detailed above); and also avoiding development which results in significant fragmentation or isolation of natural habitats;

iii. Identifying opportunities to expand the GI functions of greenspaces and their contribution to a positive sense of place (including enhancements to public open spaces and outdoor sports facilities); and

iv. Tackling network and qualitative deficiencies in the most accessible, or ecologically or visually important GI elements, including improving the GI strategic fringe zones in Figure 5.2 through landscape improvements or developing corridors with the potential to better link greenspaces and settlements.

**5.51** The Kent Downs Area of Outstanding Natural Beauty (AONB) is the largest countryside designation in the district. The Kent Downs AONB Landscape Design Handbook is used for development management and can continue to inform development decisions in order that they best contribute to GI and AONB objectives. Landscapes outside the AONB should primarily be managed through the above green infrastructure policy and national policy, as landscapes can play an important role in supporting the district's varied character.

**5.52** 'Natura 2000' series habitats benefit from specific protection under the Habitats Regulations (Appropriate Assessment), but spatial planning for GI purposes can still offer benefits through setting out positive and integrated management provisions. These district-wide features, along with the GI assets of the central part of the district, suggest priorities in delivering network improvements.

**Appropriate Assessment Key Findings: Dungeness[8]**

The Appropriate Assessment of Dungeness for the Core Strategy has highlighted a range of issues in relation to the Natura 2000 series habitats. Some aspects of management through the planning system will primarily take place in more detailed planning policy documents, or directly through planning applications (e.g. supporting ecological studies must have regard to the supporting habitats not designated but still associated with protected habitats, especially in Romney Marsh; if such land is lost then – if significant – alternative provision may need to be secured).

The specific proposals of the spatial strategy avoid substantial impacts on ecologically sensitive land, but Appropriate Assessment has identified that indirect implications through potential increases in recreational pressure must be addressed, especially for Dungeness's Natura 2000 series habitats. Any plans, programmes or approaches introduced to promote greater tourism or watersports usage (either in relation to tourism and policy CSD3 or any other initiative) of these sites will:

- Be required to undertake Habitats Regulations Assessment, to protect the integrity of the habitats (this applies to planning policy proposals in any instance and can include other measures, for example planning for new paths, cycle routes, visitor facilities etc).
- Be required to follow an agreed formal Sustainable Access Strategy (implementation must not commence prior to the strategy) including considering provisions for improving sustainable access to/from the Dungeness area.

The Sustainable Access and Recreation Management Strategy for Dungeness (2017) will be used to identify resources, oversee the update of surveys of visitor usage and activity, and decide on appropriate management interventions (which may include increased stewardship, surveillance, education and further targeted controls on public access).

8 URS/Scott Wilson (2012) Habitat Regulations Assessment for Dungeness

**5.53** GI features – including parks, play spaces and sports pitches[9] – in population centres are also highly valued for their accessibility and contribution to local neighbourhoods, despite covering a less extensive area. There are a large number of facilities such as outdoor sports grounds, parks and playspace providing for the district's population, although their quality varies substantially. Improvements to provision should enhance green infrastructure through complementary functions, for example the promotion of wildlife on the perimeter of sports fields.

**5.54** Folkestone and Hythe now have some high-quality major open spaces including the Coastal Park, and improvements to various play spaces have been delivered in neighbourhoods across the district. Working with partners, most notably the De Haan Charitable Trust, a package of improvements in west Folkestone has been agreed centred on the Three Hills Sports Ground, Cheriton Road, in close proximity to a number of the town's secondary schools. The challenge is to ensure further progress, including at Shorncliffe (SS11); the delivery of new sports and play facilities elsewhere within the district; and that national policy continues to be addressed in the implementation of this policy.

**5.55** As the concept of GI addresses the integration of open spaces, places and natural networks to help their management for environmental and human needs, one potential area of significance is land in and around the edge of settlements. This 'urban fringe' is a logical place of interest given its role as a zone between where most people live and the large GI features often found within the open countryside. Urban fringe problems are often most acute where development has been most significant (such as at Hawkinge). 'Strategic Fringe Zones' in Figure 5.2 show current areas of GI interest in this respect, and potential future focal locations are also shown.

**5.56** Traditionally this has been considered in terms of landscaping but the urban/rural fringe is better not considered in isolation but in multi-functional terms. Similarly a spatial approach can also focus on corridors that may function as a key link for biodiversity and residents between urban areas and larger expanses of green infrastructure.

**5.57** In and around urban areas, development should be planned to deliver multiple GI benefits, involving provision and upgrading of public parks, remedying of deficiencies in sports provision, provision of play spaces in deprived areas and the provision of allotments. An example of potential improvements to GI that could be delivered under the Core Strategy Review is the Seabrook Valley (see policy SS11).

**Water and Coastal Environmental Management**

- Primary aims: *B1, B3, B4, B5, B6, B7, C4, D4, D9* (see section 3.1).
- Main local evidence base studies: *Sustainability Appraisal, Water Cycle Report, Strategic Flood Risk Assessment.*

**5.58** The policy covers a range of issues relating to water, supplementing SS3 which focuses on strategic flood risk by addressing flooding, water and coastal issues.

**5.59** The populous South East England already suffers incidents of water stress and low rainfall. This will be further exacerbated with climate change and more extreme weather events intensifying summer drought or flooding in the winter period. Given the district's natural characteristics it is covered by a special Water Scarcity Status (formally designated in 2006) and the careful management of the water cycle is critical to ensure reliable supply and protection of the district's key environmental assets.

9 Private domestic spaces, such as gardens, often not normally regarded as part of the GI network, may play a key role in underpinning urban biodiversity.

**5.60** The Water Framework Directive[10] presents a serious challenge to deliver sufficient upgrades in the quality of water bodies (including groundwater) in a relatively rapid timescale, and one where local planning decisions can assist. The protection of water supply and quality falls under the jurisdiction of a number of bodies: notably the Environment Agency, Kent County Council, the council, the Romney Marshes Area Internal Drainage Board and water companies.

**5.61** The district's coastal location means that it is susceptible to maritime flooding and therefore requires significant flood defences. However, coastal land contributes positively to the district's ecology and natural networks while, more accessible coastal environments are subject to both developmental and recreational pressures. Consequently, an integrated and strategic approach to the water cycle and coastal environments is required.

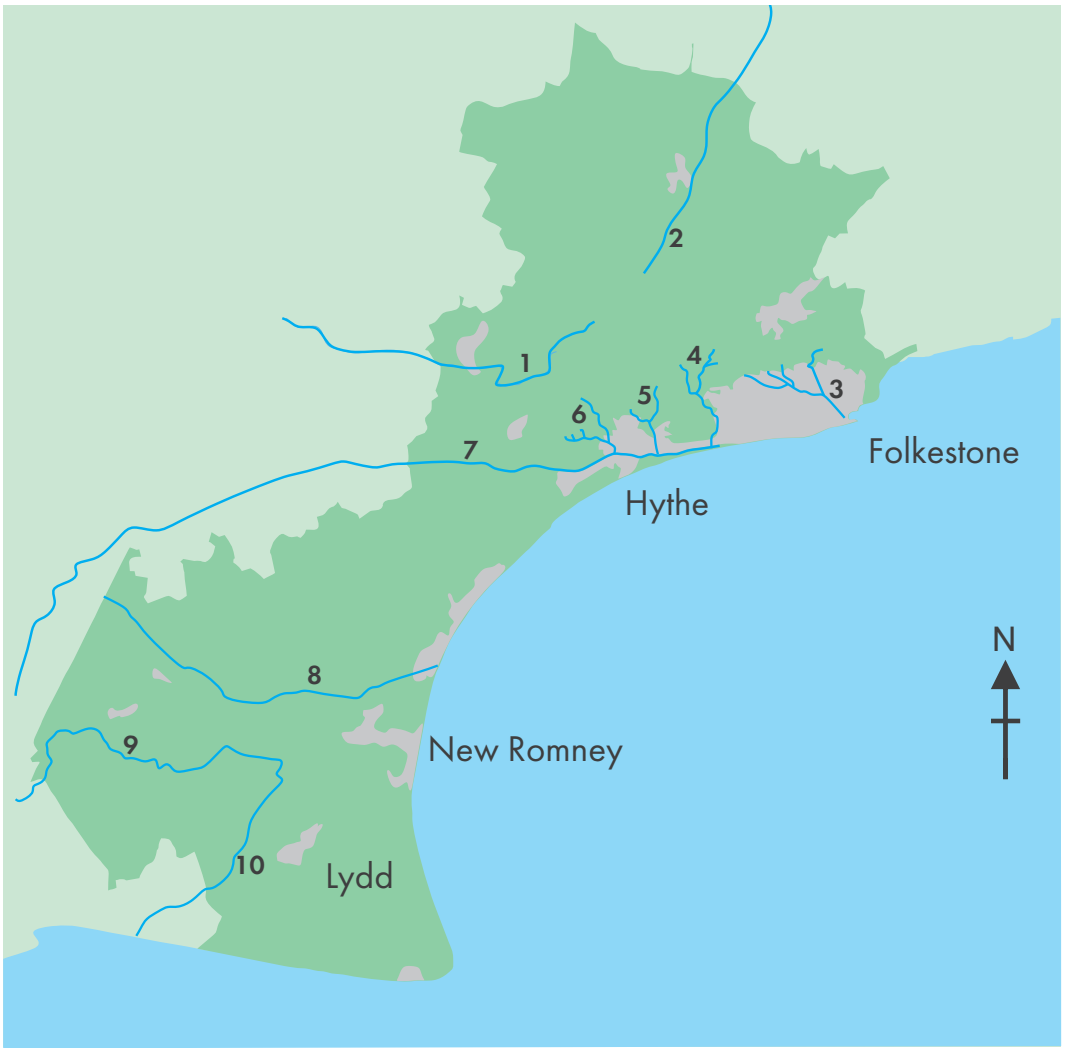
**5.62** The district's hydrology presents a contrast between the river basins of the Stour in the north and Rother in the south, as shown in Figure 5.3. The chalk and greensand geology underneath the rolling countryside in the north provides for the district's principal aquifers, vital assets for the district. In the south, the Romney Marsh has a dense network of drainage channels and the Royal Military Canal, and some particularly sensitive ecological attributes.

**5.63** Climate change will increase the risk of flooding from all sources. The key requirements in relation to major flooding risks and the location of development are included in policy SS3. In particular, all development at risk of flooding should be subject to a site-specific flood risk assessment (appropriate to the scale and type of development), and developers will be required to contribute to mitigation and/or relief measures which will reduce the overall risk of flooding.

**5.64** In addition, developers should strive to reduce the risk of flooding from surface water and foul water and its contribution to fluvial flooding, reducing the amount of water discharged to foul water drainage. The Flooding and Water Management Act (2010) requires developers to consider Sustainable Drainage Systems (SuDS), and this should include provisions for their long-term management. In all instances developers should aim to reduce the rate of water runoff from sites.

10 And the Environment Agency's (December 2015) South East River Basin District: River Basin Management Plan

**Figure 5.3 District Watercourses**




## Watercourses of the District

| | | | | | |
|---|---|---|---|---|---|
| 1 | East Stour | 6 | Brockhill Stream | | Watercourses |
| 2 | Nailbourne | 7 | Royal Military Canal | | District Boundaries |
| 3 | Pent Stream | 8 | New Sewer | | Kent |
| 4 | Seabrook Stream | 9 | White Kemp Sewer | | Settlement |
| 5 | Saltwood & Mill Leese Stream | 10 | Jury's Gut Sewer | | |

**5.65** In terms of supply, Affinity Water currently serves all the major centres of population in district, including the strategic sites and broad locations of the Core Strategy Review. The local Water Resources Management Plan[(11)] sets out how a positive supply/demand balance will be maintained. The company has investigated the way in which it can encourage its customers to use water more efficiently through measures including leakage reduction and a tariff-based system of demand management charges.

11 Affinity Water (June 2014) 'Our Plan for Customers and Communities' Final Water Resources Management Plan 2015-2020. (The Water Resources Management Plan 2020-2080 is currently in preparation.)

**5.66** As the district falls within a designated Water Scarcity Status Area, water efficiency measures are necessary in new developments and supported by the Environment Agency. The Water Cycle Report[12] assesses the implications of the spatial strategy on water resources; as part of this, planning policy will support efforts to significantly reduce average domestic consumption.

**5.67** All new homes already have to meet the mandatory national standard for water usage set out in Building Regulations of 125 litres per person per day. As set out in national Planning Practice Guidance, where there is a clear local need, local planning authorities can set out local plan policies requiring new dwellings to meet tighter standards set out in Building Regulations of 110 litres per person per day.

**5.68** Given the area's Water Scarcity Status, the council requires that all new homes meet the new optional standard of water use of 110 litres per person per day. Proposals that achieve the water-related elements of good design standards and exceed the optional standard will be encouraged. For non-residential developments, the Building Research Establishment's Environmental Assessment Method (BREEAM) is the most commonly accepted assessment tool by which to judge and require increased sustainability standards. In relation to water, non-residential developments will be expected to reach a minimum of the BREEAM 'Excellent' standard, with the aspiration to reach 'Outstanding' where meeting this standard would be feasible and viable.

**5.69** These standards will support wider measures (including through CSD4), encouraging the more efficient use of water through fully integrated water management practices that significantly reduce pressure on water resources and also decrease discharges. These opportunities can all contribute to climate change mitigation measures.

12 Water Cycle Report, Folkestone & Hythe District Council.

## Policy CSD5

**Water and Coastal Environmental Management**

Development should contribute to sustainable water resource management which maintains or improves the quality and quantity of surface and ground water bodies, and where applicable, the quality of the coastal environment and bathing waters.

This will be achieved by protecting or enhancing natural water reserves through sustainable design and construction, managing development in relation to wastewater infrastructure, and promoting long-term resilience to climatic pressures on the coast and water systems. Proposals must be designed to contribute to the maintenance of a sustainable supply of water resources in the district; the achievement of water management plans for the district; and the maintenance of coastal ecological habitats (through seeking to avoid the inhibition of natural coastal processes).

Development will be permitted where the following criteria are met:

a. All developments should incorporate water efficiency measures appropriate to the scale and nature of the use proposed. Planning applications for the construction of new dwellings should include specific design features and demonstrate a maximum level of usage to meet the higher water efficiency standard under Regulation 36(3) of the Building Regulations to achieve a maximum use of 110 litres per person per day (including external water use). Proposals should demonstrate that water efficiency and water re-use measures have been maximised and should seek to significantly exceed this standard.

b. For non-residential development, the development achieves BREEAM 'excellent' standard addressing maximum water efficiencies under the mandatory water credits, where technically feasible and viable;

c. New buildings and dwellings must be delivered in line with wastewater capacity, and designed so as to ensure that, in relation to greenfield development, peak rate of surface water runoff from the site is not increased above the existing greenfield surface water runoff rate, incorporating appropriate sustainable drainage systems (SuDS) where feasible and water management features, with full consideration given to integration of water management. The quality of water passed on to watercourses and the sea must be maintained or improved, and flood risk must not be increased by developments within the district; and

d. Development which could have an impact on water quality in the Stodmarsh European-designated sites through increased nutrient levels from wastewater discharges will be required to provide evidence of nutrient impacts through a nutrient budget approach at the point of submission of the planning application. This requirement will apply to development within the Stour Operational Catchment, or within the catchment areas of Wastewater Treatment Works discharging into the Stour Operational Catchment, as identified on the Policies Map. Planning permission will only be granted if:

    i. The applicant can demonstrate, subject to meeting the tests of the Habitat Regulations, that the development would not have a significant effect on the Stodmarsh European sites either alone or in combination with other plans and projects; and

    ii. The applicant can demonstrate that the development will provide all requisite mitigation measures to avoid any likely significant effect on the Stodmarsh European sites as may be necessary through a Design and Implementation Plan. The Design and Implementation Plan will set out the proposed nutrient neutrality mitigation measures, how the measures will be implemented and how they will be secured for the lifetime of the development. This plan will be required to be submitted to and approved by the Council before planning permission can be granted. The mitigation measures in the Design and Implementation Plan shall be secured by planning condition or planning obligation as appropriate.

Water reserves and the coastal environment will be maintained and enhanced through the council working with partners to manage development and upgrade water infrastructure and quality, and through green infrastructure provisions (policy CSD4).

**5.70** Policy CSD5 highlights that the objectives of efficient water management and measures such as sustainable drainage systems (SuDS) need to be balanced with long-term coastal management and planning decisions.

**5.71** It will also be necessary to ensure that development on brownfield land includes an appropriate strategy for addressing past contamination, where present, on a risk assessed basis. In practical terms this could lead to conflict with the objective to the implementation of SuDS, as infiltration drainage is not always appropriate on brownfield sites.

**5.72** When planning new development and growth it is important to consider both local and strategic wastewater infrastructure. Local infrastructure generally comprises local sewers funded by the development, whereas strategic infrastructure encompasses trunk sewers, pumping stations and wastewater treatment works and is normally funded by the water company. Specific construction features (such as separate and adoptable quality foul and surface water sewers) are important to new developments.

**5.73** Capacity in the sewerage system is finite and the spare capacity available (headroom) varies from location to location. If there is insufficient capacity in the sewerage system to accommodate the increased volumes of flow arising from a new development, the development will need to connect off-site to the nearest point of adequate capacity or provide appropriate on-site solutions. The council will consider applying appropriate planning conditions when granting planning permission.

**5.74** Most of the district's water supply comes from groundwater sources. Water resources must be maintained, and proposed developments must not have a negative impact on public water supplies or their associated Source Protection Zones. Pollution prevention measures are required in areas of high groundwater (in consultation with the Environment Agency and Natural England). A key target of the Water Framework Directive is to aim for a 'good' status for all water bodies by 2015, where this is not possible the aim is to achieve 'good' status by 2021 or 2027. The aim is also to achieve 'good' ecological potential and 'good' surface water chemical status for heavily modified water bodies and artificial water bodies.

**5.75** New developments should explore options other than a reliance on tank storage; for example the incorporation of open water storage and conveyance (including swales and wetlands) as a positive design feature of developments.

**Nutrient Neutrality**

**5.76** New development in the North Downs area of the district has the potential to increase nutrient flows into the River Stour, flowing into the Stodmarsh system of European designated sites (Special Area of Conservation, Special Protection Area and Ramsar site), north east of Canterbury. Damage to the water quality of these sites (eutrophication) has been caused by high nutrient levels, particularly phosphorus but also nitrogen. The likely extent of the affected catchments within the administrative boundary of the Folkestone and Hythe district, and within identified Wastewater Treatment Works discharging into this catchment, is shown in Figure 5.4 and on the Policies Map.

**5.77** The council will work with Natural England to assess the likely impacts of development proposals, in line with the Conservation of Habitats and Species Regulations 2017. In assessing proposals, the council will have regard to Natural England's 'Advice on Nutrient Neutrality for New Development in the Stour Catchment in Relation to Stodmarsh Designated Sites' (November 2020, or subsequent updates) and applicants should follow this advice in developing their proposals.

**5.78** In implementing Policy CSD5 d. the council will have regard to Natural England's Advice Note which sets out a four-stage methodology which involves calculating:

- The total nutrients that would be discharged into the catchment (Stage 1);

- Existing nutrient discharges from the current land use without the proposed development (Stage 2);
- Nutrient discharges from the future land use(s) proposed for the development (Stage 3); and
- The change in total nutrients as a result of the proposed development (Stage 4).

If this methodology identifies that additional nutrients will be generated, then mitigation will be required.

**5.79** In assessing which types of development are likely to generate additional nutrient discharge, the Advice Note states that (paragraphs 4.9-4.12):

- All types of development that would result in a net increase in population served by a wastewater system, including new homes, student accommodation, tourist attractions and tourist accommodation will have inevitable wastewater implications;
- Commercial development not involving overnight accommodation is not likely to have wastewater implications, as it is assumed that anyone working in, or making use of, the commercial development also lives in the catchment, and therefore wastewater generated by that person can be calculated using the population increase from new homes and other accommodation. This removes the potential for double-counting of wastewater arising from different planning uses;
- Tourist attractions and tourist accommodation are likely to attract people into the catchment and therefore generate additional wastewater and consequential nutrient loading on the Stodmarsh designated sites. This includes self-service and serviced tourist accommodation such as hotels, guest houses, bed and breakfast and self-catering holiday chalets and static caravan sites. Other developments, such conference facilities, would need to be considered on their merits; and
- There may be other types of development, such as waste management facilities or road schemes, which could result in the discharge of additional nitrogen and/or phosphorus into the catchment.

**5.80** Natural England's Advice Note adds that, where a development is outside the Stour Operational Catchment but discharges into a wastewater treatment works covered by the guidance, then the total quantity of nutrients will still need to be calculated, in line with Stage 1 of the methodology. The net change in the total nitrogen and phosphorus load that will result from the development will then need to be calculated, following Stage 4 of the methodology, and, where appropriate, mitigation will need to be provided (paragraph 4.7 of the Advice Note). The identified wastewater treatment works are listed in Table A1.2 of the Advice Note; within Folkestone & Hythe district these are:

- Chartham Wastewater Treatment Works – covering a very small area to the north of the district, north of Stelling Minnis; and
- Sellindge Wastewater Treatment Works – covering an area around Sellindge and southwards to Lympne.

**5.81** In identifying which developments within the district, outside the Stour Operational Catchment, are affected, the council will have regard to the wastewater treatment works catchment areas shown on the Policies Map and Figure 5.4. As Figure 5.4 shows, the area covered by the catchments of the Chartham and Sellindge wastewater treatment works not already covered by the Stour Operational Catchment is extremely limited in extent.

**5.82** Developers will need to demonstrate, either that their proposals will not have a significant effect on the Stodmarsh sites, or that mitigation measures can be delivered on-site, or secured off-site, to avoid any impact. Under the Conservation of Habitats and Species Regulations (2017 as amended) there are significant responsibilities conferred on the council as a 'competent authority', most importantly that the council only approves plans or projects (including planning applications) if there is no likelihood of a significant effect on any European-designated nature conservation site.

**5.83** In order to assess whether a planning application would lead to a 'likely significant effect' a Habitats Regulations Assessment (HRA), generally including an Appropriate Assessment (AA), needs to be carried out.

**5.84** A potential effect would be considered 'likely' if it cannot be ruled out, based on available information. When moving to the Appropriate Assessment stage, an established principle is that the AA must use the 'precautionary principle'. A planning application may only be granted if the competent authority (the district council) has made certain that there would be no adverse effect on the integrity of the site and where no reasonable scientific doubt remains. It must be shown that there would be no likelihood of a significant effect for the council to lawfully grant planning permission.

**5.85** To meet its obligations under the Habitats Regulations, Policy CSD5: Water and Coastal Environmental Management requires applicants of proposals within the identified catchment areas to provide evidence of the nutrient impacts of their schemes through a nutrient budget approach, using the methodology set out in Natural England's Advice Note.

**5.86** Developers are encouraged to enter into pre-application discussions with Natural England and the district council before submitting their proposals. On submission, the applicant will be required to provide a nutrient budget calculation to determine whether mitigation is required.

**5.87** This approach applies to applicants for full and outline planning permissions for the applicable uses listed in the Advice Note and summarised above.

**5.88** Applicants for full planning permission or reserved matters will be required to submit a nutrient budget with their application. Where the nutrient budget calculation identifies that additional nutrients will be discharged into the affected catchments, the applicant will also be required to submit a Design and Implementation Plan, setting out proposed nutrient neutrality mitigation measures, how these measures will be implemented and how they will be secured for the lifetime of the development; this plan will need to be submitted to and approved by the Council before planning permission can be granted.

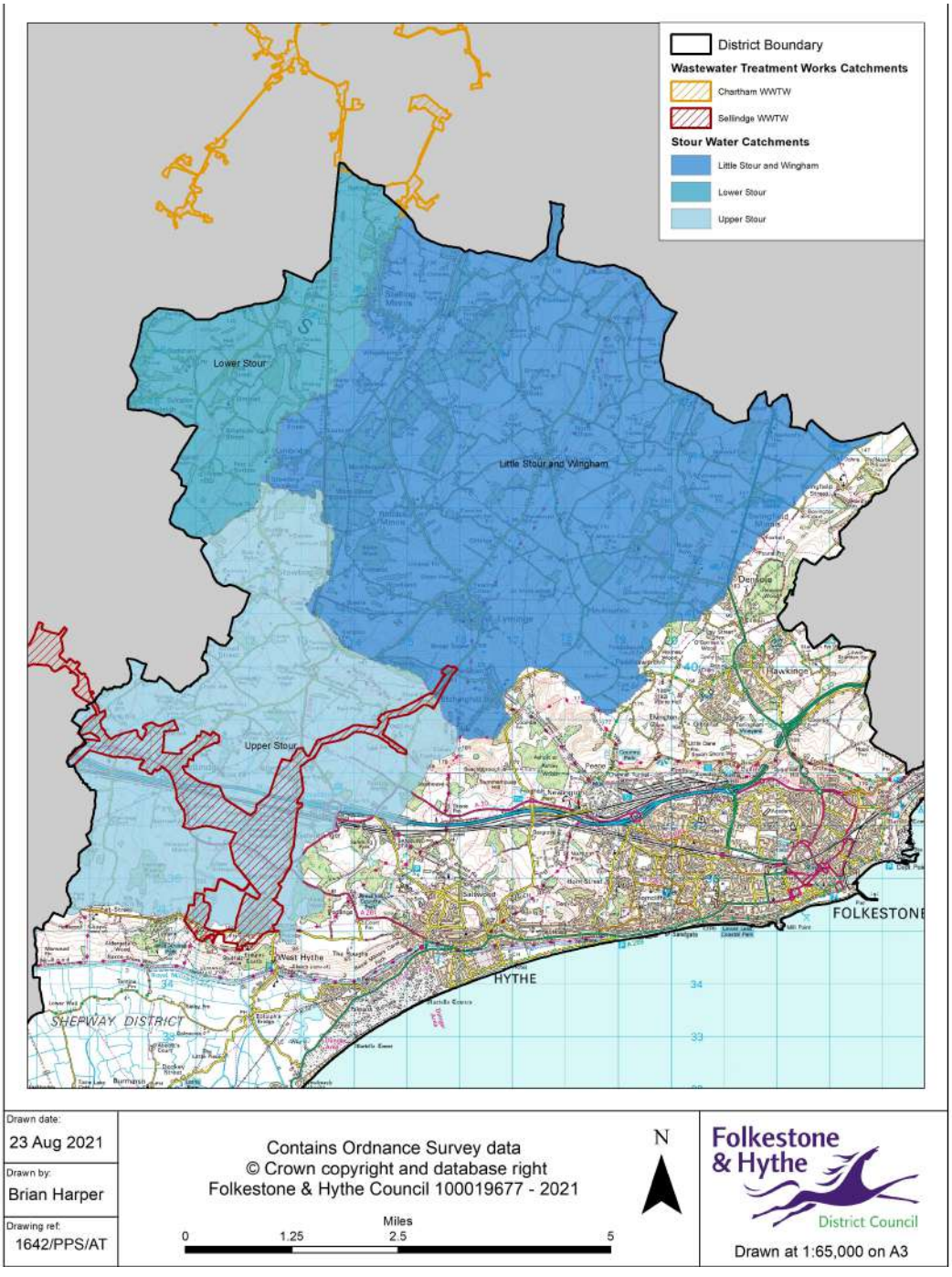
**5.89** Mitigation measures are likely to be delivered on-site and Natural England's Advice Note provides examples of these measures. There may be opportunities for developers to put forward off-site mitigation measures; in these circumstances it will need to be established that there is a clear scientific link between the proposed development and the mitigation and that the mitigation package ensures that the proposed development will be nutrient neutral.

**5.90** Applicants for outline planning permission will be required to submit a nutrient budget with their application. Where the nutrient budget calculation identifies that additional nutrients will be discharged into the affected catchments, the applicant will also be required to submit an outline Design and Implementation Plan, setting out, in broad terms, proposed nutrient neutrality mitigation measures, how these measures will be implemented and how they will be secured for the lifetime of the development, before planning permission can be granted. Although some details may not be available at outline planning application stage, the council will need sufficient information to be confident that there would be no adverse effect on the integrity of the Stodmarsh sites with no reasonable scientific doubt remaining, to meet its duties under the Habitats Regulations.

**5.91** Where sufficient supporting information has been provided, the planning application can then be validated. The development management case officer will carry out a Habitats Regulations Assessment, incorporating where necessary an Appropriate Assessment, and consult on the HRA and AA with Natural England and other organisations as appropriate. Natural England must be consulted on the findings of an HRA and the council has a duty to consider Natural England's response in reaching its decision.

**5.92** Where planning permission is granted, the council will need to ensure that any mitigation is secured for the lifetime of the development; the council will secure the mitigation by condition or planning obligation as appropriate.

**Figure 5.4 Stour Operational Catchments and Chartham and Sellindge Wastewater Treatment Works Catchments**




## Coastal management

**5.93** Coastal areas face issues of specific economic development pressures and opportunities, and risks from changing physical conditions[13]. Beaches along the district's central and eastern coastline are important for leisure and fishing. Elsewhere, there are a number of prominent coastal areas in addition to Dungeness, for example the Dover–Folkestone Heritage Coast, requiring flexible management that balances conservation and public access.

13 Halcrow for South East Coastal Group (2007) South Foreland to Beachy Head Shoreline Management Plan and The Environment Agency (February 2015) Folkestone to Cliff End Flood and Erosion Management Strategy

**5.94** This applies both to impacts from the possible overall growth of recreational pressures (see Appropriate Assessment provisions for Dungeness[14], policy CSD4) and developments in the immediate vicinity. The strategy's green infrastructure approach offers principles for integrated management.

**5.95** Coastal defences provide essential security for many parts of the district. In terms of flood risk and development proposals on the coast, under policy SS3, a site-specific flood risk assessment (FRA) will be required due to over-topping risks close to the coast. Policy CSD5 sets out that development should avoid adverse impact on coastal habitats and allow species adaptivity ('coastal squeeze'), and maintain the integrity of existing defences (including with sufficient access or development set back to allow maintenance and improvement of defences). Core Strategy Review policy may also require that developments strengthen the green infrastructure network through measures such as the improvement of watercourses, coastal environmental management, or flood prevention; developer contributions for these purposes will be explored in line with SS5.

14 URS/Scott Wilson (2012) Habitat Regulations Assessment for Dungeness

## 5.2 Areas of Strategic Change

**5.96** Provisions for Core Strategy Review delivery in places of change are presented around the three district character areas introduced and mapped in Figure 1.2.

### The Urban Area

Primary area aims : *A2, A8, A9, B3, B7, C6, C9, D2, D3, D5, D7* (see Chapter 3, including Future Vision).

Main local evidence base studies: SHLAA Update, Employment Land Review and Folkestone Town Centre Spatial Strategy.

**5.97** This area comprises the Folkestone and Hythe wards (65,700 of the district's population in the 2011 census). The Urban Area includes centres and facilities that provide much of the district's cultural, educational, health and sporting facilities (policy SS3 and policy SS4).

**5.98** To provide an overview of spatial issues within the area, the following table highlights priority areas for regeneration, building on the spatial strategy (also note the deprivation map Figure 2.6).

**Table 5.1 Priority areas for regeneration**

| Community | Necessity and rationale | See also |
|---|---|---|
| Central Folkestone | Reasserting its role as an appealing, well-connected, sub-regional centre for commerce, entertainment, culture, tourism and a high-quality coastal living environment. Framework set for charitable and private sectors working in partnership, to secure spatial and sectoral benefits to other parts of the town. | Policy CSD6 below, and policy SS10 |
| Northern/ Eastern Folkestone | Regenerating its quality and choice of housing and associated community and local services, expanding local employment and reducing deprivation and disparities within the town. Public sector-led neighbourhood regeneration to be increasingly complemented by market-led investment in area. | Policy SS4 |
| Cheriton | Improving its appeal by enhancing community service provision, choice of housing and connectivity to Folkestone West Station. Maintain local shops and improve Cheriton High Street. Led by a mix of national/local public sector investment and private development. | Policies SS11 and SS4 |
| Western Hythe | Expanding its role as a community at the heart of the district providing a wider choice of housing, commercial and local services for the town and district, primarily through private sector development. | Policy CSD7 below |

**5.99** In the attractive and popular environments of Hythe and West Folkestone the focus will be on further action to maintain their sense of place in line with policy SS3. The accessibility and relative appeal to commercial investment means there are clear opportunities for development of under-used or previously developed land. Development should preserve and enhance the built form and retain important open spaces that characterise the area. Urban environments with a variety of uses, natural surveillance and high pedestrian flows can also promote security and minimise anti-social behaviour.

**5.100** For instance at Sandgate, the local centre is recognised in policy SS4 and there is potential for development to contribute to the upgrade of the High Street. Sandgate hosts the major office headquarters of Saga, an important employer for the district. The council will support Sandgate Parish Council in delivering

sustainable development in line with strategic needs. As well as the need to address traffic problems identified in the Transport Strategy[15], public realm upgrades could include improvements to the beach area and the upgrading of existing and provision of new facilities.

**5.101** Cheriton High Street is also identified in SS4 as a Priority Centre of Activity, and serves a wide community. It provides a wide range of services and a number of independent stores; however, its long length means it is a disjointed high street. With local travel and junction upgrades there could be opportunities for public realm improvements (for example, co-ordinated signage, lighting, repairs to pavements, seating, green space and cycle storage). It may be appropriate under policy SS5 for developments to contribute to the delivery of suitable projects.

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**5.102** There are evident economic and community development opportunities across the towns. Although Folkestone town centre acts as the major catalyst for transformation, it is also appropriate under the spatial strategy (policy SS4) to focus on securing further employment development, especially in the north and east of Folkestone and in and west of Hythe town centre, with the new garden town providing opportunities for transformational employment provision within the district. The improving coastal recreation and cultural offer of the Urban Area complements the rural tourism attractions encouraged under policies SS10 and CSD3.

**5.103** There are opportunities to tackle deprivation through significant job creation and training programmes, potentially as part of developer contributions. This should also be related to investment in education in Folkestone and Hythe in partnership with Kent County Council and other organisations to ensure that the right skills are available to potential employers. Housing and employment growth at the new garden town will provide significant opportunities to attract and retain residents of working age, assisting new and existing companies in retaining and recruiting a skilled workforce.

**5.104** Improvements to educational facilities can raise standards, behaviour and performance. This will be an important element of tackling deprivation, not least as all bar one of the district's state secondary schools are within the urban area. Upgrades to the school building stock and improvements to the layout of educational sites will be supported, particularly where arrangements are included for additional community use of premises and sporting facilities. Civic buildings, including education provision at the garden town, should be of the highest design standard and environmental performance, so as to engender a sense of place and 'set the bar' at the highest level for private sector buildings.

**5.105** In relation to secondary and special education, there is a particular need to support investment in the fabric of school buildings and supporting facilities such as suitable and accessible playing fields. Enhancement of further and higher education provision is also important in Folkestone and Hythe - recent provision at 'The Beacon' in Folkestone has been delivered by Kent County Council, with a requirement for further secondary school and special education provision at the new garden town.

**5.106** The provisions of policy CSD4 are pertinent, particularly for improving access to sports and green spaces within and on the edge of the towns. In line with policy SS5, development contributions will be sought for upgrades to the open spaces and sports provision of Folkestone and Hythe where a need is generated by the development. Some small- and medium-sized parks and play spaces in and around this area also need improvement.

**5.107** The Core Strategy Review supports and seeks to directly contribute to plans to substantially improve the quality of sport provision in Folkestone and Hythe. A significant programme of upgrading of sports facilities is in preparation by the council, town councils and voluntary and charitable groups. The implementation and completion of plans for major new facilities at Cheriton Road Sports Ground, as delivered at the new Three Hills facility, the new urban sports park in Folkestone, current enhancements to Folkestone Sports Centre, and improvements in central Hythe (through the provision of a replacement swimming pool and leisure centre) will significantly contribute to quality of life and health and recreation provision. Further investment is likely to be required elsewhere in the district over the plan period, including at the new garden town and Sellindge.

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15 AECOM (2017) Transport Strategy

**5.108** The location of major new sports and leisure facilities or pitches in the Urban Area can best serve demand across the district, albeit the provision of a new garden settlement will generate need, as well as provide opportunity for provision that serves the surrounding area. The delivery of major developments at the former Nickolls Quarry, Hythe, Folkestone Seafront and Shorncliffe Garrison will all provide significant new investment in water sports and team sports pitches, with further facilities to be delivered through Section 106 agreement at allocations within this plan. More local coastal access and recreation opportunities should be managed in accordance with policies CSD4 and CSD5. Investment in other sports should continue through a variety of sources; similar opportunities may exist in the district's smaller urban parks.

**5.109** Biodiversity, nature conservation objectives and other less formal open spaces are important both within and adjacent to large towns. Therefore development should where appropriate contribute to enhancing these aspects of green infrastructure (policy CSD4). This approach also improves the visual integration of the urban area into the surrounding countryside and coast.

**5.110** The council will work with town and parish councils to provide additional allotments to address any long-term deficiencies in the Urban Area as well as elsewhere in the district, as identified by recent evidence supporting this plan.

- **Central Folkestone**

**5.111** The arrival of the railways and the rise of tourism shaped much of Folkestone's historic growth. The town now benefits from good transport links, and retains a significant stock of hotel accommodation, but has failed to fully utilise the advantages of its coastal location in more recent years, particularly in East Folkestone. Investment in the 'Creative Quarter' and Folkestone seafront has seen an increase in visitors to the town, with recent investment in hotels further supporting a resurgence in the town's role as a cultural and tourist destination.

**5.112** Further new development in central Folkestone should support the town's expansion and sub-regional role, helping to enhance infrastructure, services and jobs.

**5.113** Inner Folkestone presents a varied environment and contrasting opportunities, as outlined in the following summary box. Areas notable for their appealing built form and greenery, such as Folkestone's West End, adjoin the core of the town centre. However, the highway network is complex, with numerous one-way streets and a ring road system that encloses the commercial heart. The topography of the town has also impeded its growth and regeneration, adding vertical distance to places in close physical proximity. Pedestrian links are poor between the Harbour, the Seafront, the Leas, the Town Centre and the bus and railway stations, with recent changes to the circulatory system seeking to improve connectivity and reduce journey times for public transport. Further investment in restoring historic cliff paths is proposed, while investment in the restoration of the Grade II* listed Leas Lift should be a priority.

**Central Folkestone Urban Design and Movement: Summary Points**[16]

Identified strengths:

- There are good rail connections, with Folkestone Central Station within walking distance from the town centre and nearby access to the Channel Tunnel providing links to France and continental Europe.
- Grand Victorian architecture, imposing buildings and the abundance of intricate detailing, grid-like development pattern and tree-lined avenues promote strength of character, especially in the town's West End.
- The coastal setting of The Leas offers quality public open space with impressive views. The historic core of The Old High Street, Harbour and The Bayle are picturesque, with the Stade on the Harbour adding historic charm.

Identified weaknesses:

- The one-way system/ring road complicate movement and access, and vehicular routes provide physical barriers for pedestrians at Middelburg Square, Bouverie Square and Foresters Way.
- Folkestone Central Station lies north of the railway line and its location is particularly inconspicuous. Similarly, the link between the station and the town centre is unclear both for pedestrians and vehicle travellers.
- New development has not always respected the character and the setting of traditional buildings, being sometimes inappropriate in terms of style, scale and materials. Insensitive alterations and extensions, the removal of traditional features and front gardens to accommodate car parking have led to deterioration in building quality in places.
- Inappropriate usage and signage also degrade visual quality, but it is physical deterioration and vacancy which degrades the built environment most of all.

**5.114** Inward investment will be sought within the town's retail and commercial core, the Creative Quarter and Seafront to develop their own sense of place and specific role. Development in these locations should enhance the area's cultural and commercial appeal and vibrancy, and provide a property market impetus for the wider town. Proposals should be contribute to public realm upgrades.

**5.115** Significant progress has been made to develop the creative sector in Folkestone's Creative Quarter. However, experience elsewhere suggests higher value uses displace creative industries which have been central to forming the character of the Creative Quarter. To maintain momentum and support the continued development of the Creative Quarter, the following principles relating to creative enterprise zones should apply to the future planning and management of the area:

1. Secure permanent, affordable, creative workspace and live-work space and ensure current provision is not eroded;
2. Recognise the creative quarter mix also includes training, museums, space for meetings and performances, retail, visitor attractors and maker-space;
3. Support provision of the fastest broadband infrastructure to support digital and creative industries;

16 Jacobs (2011) Folkestone Town Centre Spatial Strategy

4. Encourage development for the creative sector through use of simplified planning such as Local Development Orders to encourage the development of creative and digital space within the Creative Quarter; and

5. Emphasise policies that promote culture.

## Policy CSD6

**Central Folkestone Strategy**

New development in central Folkestone should deliver investment in the daytime and evening economy through a mix of commercial, cultural, entertainment and educational uses and contribute to public realm improvements that enhance the physical environment/sense of security, and improve connectivity both to and within the Town Centre, in line with policies SS4 and SS5.

Figure 5.5 identifies zones within the town where there are sets of linked opportunities: two spatial 'arcs' where Folkestone can develop to maximise its potential. Between these lies the heart of the historic Bayle and Leas Conservation Area, a place which should be the focus of preservation and enhancements.

Within the Central/West Development Arc there are opportunities for mixed-use development providing major new office and retail businesses or other services that will contribute to the wider regeneration of Folkestone and the district, particularly at the bus station site and at Guildhall Street, Gloucester Place and Shellons Street and, in the long-term, the redevelopment of the Sainsbury's store and adjacent areas at Bouverie Place West. Residential development may be supported, provided it delivers genuinely mixed-use development or it enables the full commercial potential of the area to be realised. Furthermore:

- New development should be of very high-quality design that contributes to and improves the existing character and townscape of the area.
- It is appropriate for development to support delivery of public realm and transport improvements within and to the north of the arc.
- Development will need where appropriate to detail the delivery of measures, or contribute to improvements in, skills/training in nearby deprived areas.

The Seafront/Creative Quarter Enterprise Zone provides major opportunities for development to contribute to strategic needs and to upgrade the fabric of the town, drawing from its past and potential sense of place:

- Further development by the charitable sector and others through conversion and re-use of derelict land promoting cultural, educational uses, visitor attractions, and other small-scale active uses will be encouraged.
- Principles relating to creative enterprise zones will be applied to the Creative Quarter to intensify use for creative and digital industries to ensure no net erosion of space.
- Within this arc development must maximise wider benefits to the Town Centre through improved connectivity and transport links and providing uses that attract pedestrian footfall, and proposals within the boundary set out in the Policies Map must be in accordance with policy SS10 (Folkestone Seafront).

Across these arcs, and within central or deprived places in the town, development bringing investment for schools, new education and training provision and workforce development measures that increase the skills attainment of local people in priority economic sectors will be acceptable.

**5.116** This policy supports the spatial strategy and thematic policies elsewhere in the Core Strategy Review, which will be applied before considering the additional guidance of this policy.

**5.117** The Central/West Development Arc is a focus for strategic commercial development. Its environment varies from the high-quality (western) area around Castle Hill Avenue, through to the existing town centre. Developments on and near Castle Hill Avenue benefit from easy walking access to Folkestone Central station and the Leas sea views, and may be the most appealing part of the district to attract high-quality businesses and office development. Developments will need to respect the conservation area and high-quality townscape and street-scene that characterise the West End of Folkestone, and should contribute towards the public realm improvements in and around Folkestone Central station. This arc includes the Ingles Manor site for employment and residential use. Other sites have been identified for a mix of uses (including education opportunities). There are residential-led opportunities in the Central/West Development Arc and the existing concentration of office uses in and around the Castle Hill Avenue area provides potential for expanding the cluster to meet strategic employment needs (policies SS2 and SS4).

**5.118** In the town centre, there are several under-used or unappealing spaces and streets. On the central Sandgate Road several buildings are tired in appearance or detrimental to the townscape. The sites with the greatest potential for redevelopment are the bus station site and the existing retail units on Guildhall Street, Gloucester Place and Shellons Street:

- The bus station site provides the opportunity for a mixed-use development that could include new retail units, restaurants and bars and leisure uses. This could enhance the leisure offer in the district, as residents currently look to other towns outside the district to meet their leisure needs;
- Guildhall Street, Gloucester Place and Shellons Street could be redeveloped to provide larger footprint, modern shop units. This would allow larger, national retailers to occupy space in the town centre through the provision of better quality, larger shop units; and
- Long-term scope also exists for the redevelopment of the Sainsbury's store and adjacent areas at Bouverie Place West.

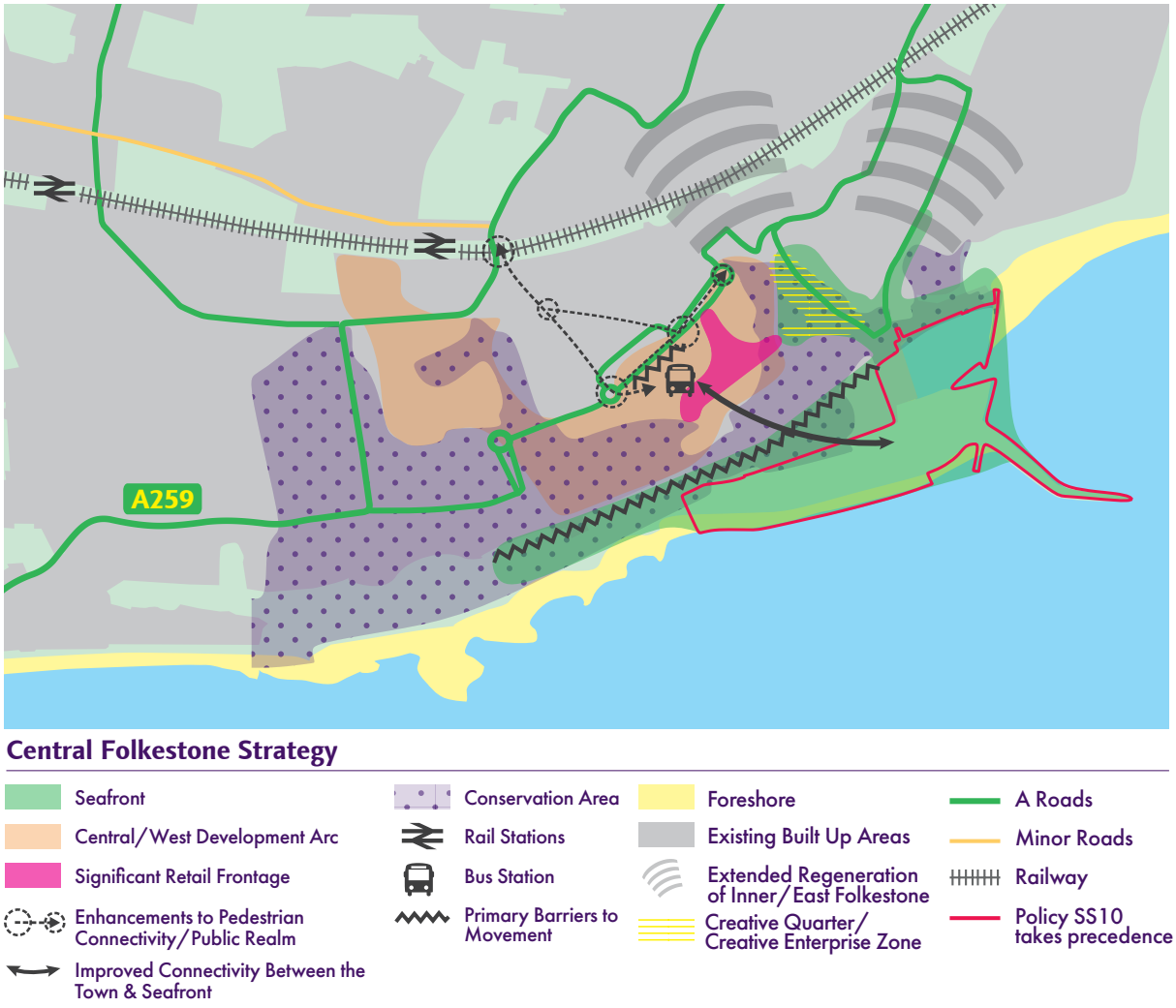
**5.119** Development within the town centre should be in line with policy SS4 and contribute to major public realm improvements within the core retail area, addressing barriers to movement at Bouverie Place/Shellons Street, by the Central railway station and elsewhere.

**5.120** Folkestone's retail core and historic heart is divided from the sea by a major change in levels and the highway network. This is most noticeable where the two arcs meet, where the historic and tranquil neighbourhood centred on the Bayle lies overlooking the Seafront, with close connections to Folkestone's old town (Creative Quarter area).

**5.121** For opportunities in the Seafront/Creative Quarter Enterprise Zone to be realised, measures are necessary to reintegrate Folkestone's maritime environment into the town, and proposals should contribute to overcoming barriers to movement. The regeneration of this arc should provide new services and accommodation complementary to the town centre and seize opportunities to articulate Folkestone's history and contemporary vibrancy and creativity. At the western end of the arc, beyond the Seafront site, lies the high-quality Coastal Park.

**5.122** Investment by the Creative Foundation in refurbishing the built environment has delivered significant improvements along the Old High Street and Tontine Street. The Creative Quarter now hosts major arts and entertainment events, and includes further, higher and adult education uses. The potential of the University Centre Folkestone in the Creative Quarter needs to be maximised to attract students from the surrounding deprived neighbourhoods.

**Figure 5.5 Central Folkestone Strategy**




**5.123** In line with objectives set out in policy SS10, the vacant previously developed land at Folkestone Seafront presents a major opportunity to improve connections to the sea and visitor attractions, and generate additional pedestrian footfall to the Town Centre and Creative Quarter. The Seafront site should be integrated with the Town Centre, cycle and pedestrian routes and deprived urban communities to the north.

- **Hythe**

**5.124** Growth in Hythe must be appropriate to meeting needs while preserving and enhancing its special character (see policy SS3). As a Strategic Town and recognised Town Centre for the district, Hythe will continue to play a prominent role as an attractive town to live in, work in and visit. Figure 5.6 shows current and potential development sites.

## Policy CSD7

**Hythe Strategy**

Hythe should develop as the high-quality residential, business, service, retail and tourist centre for the central district in line with the vision in paragraph 3.15. All new development, including that on the former Nickolls Quarry site (identified in Figure 5.6), should respect the historic character of the town and the established grain of the settlement in line with the place-shaping principles set out in policy SS3.

Development should contribute to the priorities for investment in the town which include:

a. Attracting additional employment to the town, especially in the town centre or in deprived urban communities in west Hythe, including by sustaining demand and labour supply in the local population.
b. Upgrading the stock of business accommodation and the environment of employment areas, and regenerating the appearance and sense of security of west Hythe.
c. Developing new/expanded primary and secondary schools to improve educational attainment, and where appropriate, the delivery of improvements in skills/training in nearby deprived areas.
d. Expanding and upgrading of tourism accommodation and visitor and leisure attractions.
e. Investing in strategic flood defences to protect residents and the Hythe Ranges.
f. Delivering public realm improvements in the High Street and town centre:

    i. improving the setting of historic buildings and the Royal Military Canal;
    ii. increasing the ability of shoppers, visitors and residents to access and circulate along the main retail frontage

g. Aiming for a convenient, flexible and integrated public transport system, with improvements to services to the west and north of the town, better linking in the town centre and coastal bus routes to railway stations or development in western Hythe.

**5.125** This policy supports spatial strategy and thematic policies elsewhere in the Core Strategy Review, which will be applied before considering the additional guidance of this policy.

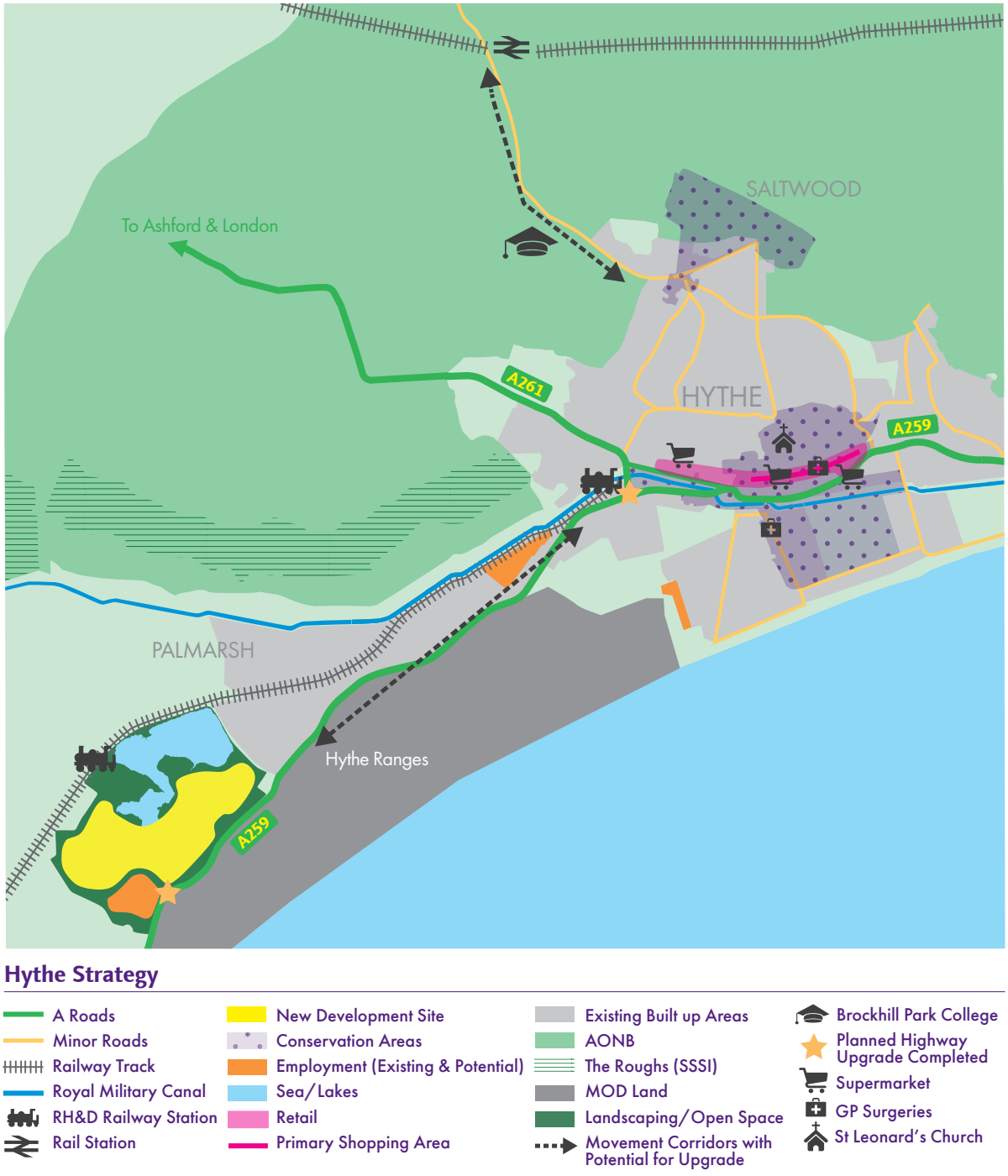
**5.126** Strategic development at Hythe is consistent with its demographic characteristics, housing need and good accessibility and range of services (policies SS3 and SS4). The primary area of change is to the west of the town, at the former Nickolls Quarry, which has planning permission for a mixed-use development including 1,050 dwellings, employment and a new halt on the light railway. Construction is underway with 124 dwellings completed prior to the start of the Core Strategy Review plan period in 2019/20. The remaining 926 homes are anticipated to be completed by the end of the plan period. There is also the potential for significant green infrastructure facilities, including water-based recreation.

**5.127** Developments in the west of the town and on the seafront will provide new facilities and accommodation to ensure the continued viability of the town centre, and protection of its historic core. Future major or mixed-use developments should contribute to these ends and the principles above.

**5.128** Investment in affordable housing, schools, healthcare and premises for voluntary activities can help support the strong communities of Hythe. In particular, following the construction of the Sports Pavilion, there are opportunities for the further renewal of sports facilities for the benefit of Hythe and the surrounding area.

**5.129** Existing employment sites within the town play an important role and should be retained, where possible being upgraded to provide higher-quality accommodation or linked into surrounding deprived communities, in line with SS4.

**Figure 5.6 Hythe Strategy**




**5.130** Key infrastructure projects include the need for long-term and potentially costly investment in flood defences and junction improvements at the A259/A261 Scanlon's Bridge junction. Transport improvements in this area and in the western parts of the town can have several benefits including increasing the connections from the south of the district to the urban area, further improvements for pedestrians and cyclists along Dymchurch Road (to ensure integration within the town and the former Nickolls Quarry site) and public realm upgrades encouraging shoppers to walk between the Sainsbury's superstore and the town centre.

## The Romney Marsh Area

Primary Area Aims: *A1, B3, B6, B7, C8, D3, D5, D8* (see Chapter 3 including Future Vision).

Main local evidence base studies: *Rural Services Study, SHLAA Update, Employment Land Review and Land at New Romney LDF Core Strategy Policy Advice.*

**5.131** The spatial strategy in this area seeks to: regenerate settlements to help define the Romney Marsh as a unique place to visit, live and work; improve communications; respect the natural environment; and deliver additional employment and housing development.

**5.132** The Romney Marsh Area accounted for 22,200 of the district's population in the 2011 census. Although strategic growth will be concentrated at New Romney, all identified settlements in Policy SS3, including Lydd and villages such as Dymchurch, Brookland and Brenzett, which have retained a range of services may play a proportionate role in addressing development needs and tackling social exclusion.

**5.133** The Marsh's coast and beaches attract visitors; and the area's unique environment offers opportunities – with suitable management – to increase visitor expenditure and to promote sustainable development to increase local employment. To this end connections (through transport accessibility, travel information and electronic media), town and village centres, visitor accommodation, and the maintenance of key visitor sites will all need to improve, particularly to maximise benefits from growth elsewhere in the district. Investment in this key infrastructure will help encourage more visits, especially those focused on enjoyment of the natural environment, local produce, walking, cycling and the light railway.

**5.134** Romney Marsh is one of the district's priority areas for investment. As part of this regeneration, the council is implementing a socio-economic action plan for the area, working with local partners including other councils and nuclear power bodies. A suitable long-term development strategy is essential given the impact of the Marsh's isolation on its economic performance (low skills, small workforce, pockets of deprivation).

**5.135** For larger and other appropriate developments, the council will seek training and environmental improvements to provide support for local communities. This is important given the more self-contained labour market in the south of the district and the need to encourage a wider range of employment opportunities.

**5.136** Existing concentrations of industrial and warehousing uses will be protected under policy SS4 to provide affordable premises for smaller-scale manufacturing, distribution and other industries. Any major investment in the Romney Marsh area should make the best use of the area's assets and reinvigorate the small business economy (CSD3), with significant opportunity for investment and job creation at the Mountfield Road Industrial Estate.

**5.137** As well as tourism and recreation (subject to appropriate management in line with policy CSD4), land-based enterprises (including agriculture and equestrianism) and environmental technologies may be appropriate at locations where environmental impact and risks are minimised. The rural economy should continue to diversify, with new forms of bio-fuels and food production supported alongside traditional sustainable agriculture.

**5.138** The area's cherished habitats, landscape, historic settlements and activities need careful management. Under green infrastructure objectives (CSD4), opportunities should be seized for habitat creation. All new development will be subject to meeting environmental and flood risk requirements, and planned with reference to the availability of sewage and water infrastructure.

**5.139** The nuclear power stations at Dungeness have been central to the Marsh's economy for many years, contributing some £50 million to the local economy annually. They employ some 1,200 people, many of whom live on the Marsh and elsewhere in the district as well as Ashford and Rother districts. The decommissioning of the power stations will have a big impact on the area's economy. Decommissioning of the Magnox 'A' site is underway with the site planned to enter care and maintenance in the mid-2020s. EDF Energy's 'B' station is now expected to cease generation in 2028, following which a lengthy process of decommissioning would ensue.

In response to this, and supported by Magnox and the Nuclear Decommissioning Authority, the council and Kent County Council produced a socio-economic action plan for Romney Marsh to ensure the area has a sustainable economic future and remains a great place to live. This led to the formation of the Romney Marsh Partnership in 2012 to lead the delivery of the Romney Marsh Socio-Economic Action Plan, an economic strategy to tackle the negative impacts of nuclear decommissioning. In the case of the Dungeness sites, the potential for employment creation, through alternative nuclear generated power and ancillary uses relating to the nuclear or other industries, will be kept under review.

**5.140** Lydd Airport has been significant in the area for more than 50 years and, by 2019, is expected to have implemented planning consent for extended runways and a new terminal building, to allow passenger flights using aircraft the size of Boeing 737 or Airbus 319, thereby creating up to 200 jobs locally. Should development proposals come forward for the further expansion of London Ashford Airport, the council will work with the airport, local community and other stakeholders to prepare an Action Area Plan for the site.

**5.141** The area's economy will be closely monitored, given uncertainty about the power station, as well as the economic impact of the expansion of the airport, and if the southern part of the district is substantially affected, the council will consider amending the Core Strategy Review as part of a future review.

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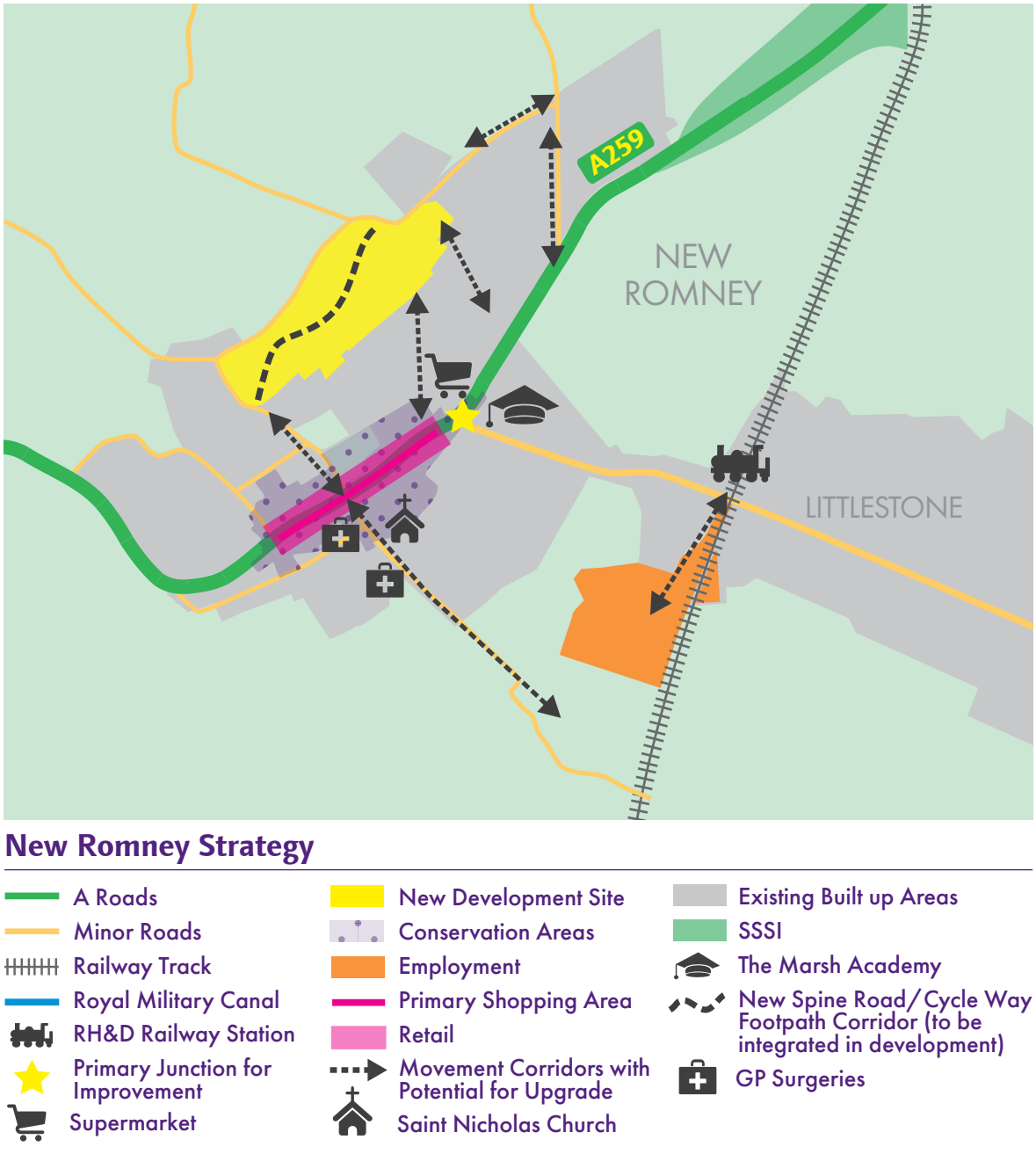
**5.142** Lydd and the Dungeness peninsula offer distinct rural and coastal attractions in the south of the district. Lydd is a traditional, small, country town with the potential to increase its appeal as a community and destination with a strong sense of place and heritage. Rural deprivation is particularly found in and around the historic town (and Lydd-on-Sea). This will be tackled through supporting existing industrial sectors and tourist facilities (including small local firms and services, and continued minerals extraction) and an expansion of defence employment, expenditure and training in the area. The spatial strategy supports enhanced connections and growth through small and medium-scale residential-led developments and a choice of employment sites (policies SS3 and SS4). The delivery of sympathetic developments will help maintain Lydd as a town and base for the wider area and its special coastal landscapes. In line with policies SS5, CSD4 and CSD5, developments should be phased in line with utility network improvements to protect the area's green infrastructure and water environment.

- **New Romney**

**5.143** As the primary strategic centre for Romney Marsh, New Romney town should develop a critical mass of businesses and services, underpinned by expanded tourism facilities and new homes. Change needs to respect the town's strong historic character, reflected in its built environment, and lead to an integrated form, particularly with more appealing pedestrian routes along and towards the High Street.

**5.144** Specific infrastructure projects include the critical improvements at the A259/B2071 junction. The long-term future of community service facilities, such as the library, healthcare and premises for voluntary activities, should be secured through growth.

**Figure 5.7 New Romney Strategy**



**5.145** Land north/northwest of the town centre, highlighted in Figure 5.7, is identified as a broad location for residential-led development given the town's regeneration needs and limited development opportunities within Romney Marsh. It offers a location close to the town centre and relatively free from tidal flood risks. Development should be comprehensive to maximise benefits, and should be high-quality and sustainable in its design. The development must be planned and designed as a whole to ensure that New Romney's sense of place is maintained and enhanced in line with policy SS3.

**5.146** There are different land interests within the broad location and the council encourages co-operation to deliver an attractive and comprehensive scheme that will enhance housing design and job opportunities in the area, providing a sustainable community and green infrastructure in line with CSD4.

## Policy CSD8

**New Romney Strategy**

New Romney should develop as the residential, business, service, retail and tourist centre for the Romney Marsh in line with the vision in paragraph 3.20. New development should respect the historic character of the town and the established grain of the settlement in line with the place-shaping principles set out in policy SS3.

The future development of the town should support the retention of existing businesses and the attraction of new employment opportunities through the provision of an adequate supply of employment land to meet future need and through the provision of a sufficient level of new residential development to maintain an adequate labour supply.

The strategy for New Romney therefore supports the following:

- The enhancement of New Romney as a key market town and service centre for Romney Marsh, providing a range of services and attractions for local residents and tourists.
- The provision of further employment at an expanded Mountfield Road Industrial Estate, with better vehicular and pedestrian linkages to the town centre.
- A broad location for residential development to the north of the town centre.

Development of the broad location should meet the following criteria:

a. The development as a whole should provide around 300 dwellings (Class C3) and a range and size of residential accommodation, including 22% affordable housing, subject to viability.

b. Pedestrian/cyclist linkages southwards to the town centre should be improved and prioritised from the central area of the development, in preference to linkages around the periphery of the site.

c. Land proposed for residential development must have a sufficient level of internal connection through providing a new movement link through the site, appropriately designed to 20mph, and/or through a cycleway/footpath to provide a secure and attractive green corridor.

d. Proposals should incorporate as necessary a minimum of 0.7ha of land for the upgrade of St Nicholas' Primary School playing facilities on a consolidated area.

e. Archaeological constraints need to be examined and associated mitigation will be required to be provided at an early stage, in order to inform the masterplan, development strategy and quantum of development.

f. Flooding and surface water attenuation for the overall site should be concentrated in the lowest areas of the site, recommendations of the Strategic Flood Risk Assessment (SFRA) must be followed, and measures should also provide visual and nature conservation enhancement for the benefit of the site and local community.

g. Appropriate off-site mitigation measures must be identified, including to ameliorate highway impacts and manage drainage demands.

The layout and design of any proposals for the remaining undeveloped two parcels of land under the broad location must take into account the potential development of the adjoining land parcel and the existing development. In particular the internal road layout of the two parcels allocated to the south-east of Cockreed Lane shall not prejudice the future delivery of a 'link' road (criterion C above) to provide a vehicular connection between the two parcels and the developed part of the broad location to the north-east.

Development of the broad location must aim to integrate with the physical environment, including addressing the natural boundary which is currently defined by Cockreed Lane, as well as neighbouring previously developed land to the north east of Cockreed Lane. In addition, if the objectives of this policy cannot be met within the scope of this area, consideration may be given to land to the southwest of Ashford Road, subject to further discussions and any environmental or other constraints being addressed.

Development at the town should consolidate and improve the market town/service centre function of New Romney through contributing as relevant to the public realm and other priorities for investment in the High Street in line with SS5 including:

- Providing additional crossing points in the High Street to increase the ability of shoppers and visitors to circulate along the retail frontage.
- Improving the setting of historic buildings and minimising the environmental impact of through traffic within the High Street.
- Contributing towards community facilities required to serve the needs of the town.

Development will need where appropriate to detail the delivery of measures, or contribute to improvements, in skills/training in the Romney Marsh area.

**5.147** The broad location identified is the most suitable to meet the long-term needs of the area. Any development should meet all of the other policy requirements of this Core Strategy Review.

**5.148** A comprehensive masterplan can deliver: new and attractive housing; a new spine road or cycleway/footpath corridor; consistent frontage to Cockreed Lane's south side; and a mix of housing character areas[17].

**5.149** Family housing is required in the main but the masterplan needs to deliver tenure and market choice through a range of detached, semi-detached and terraced housing. The council considers that these could predominantly involve a mix of two- and three-storey dwellings, located with reference to surrounding uses and land characteristics. The integration of the town's extension with the rural landscape of the Romney Marshes is important, particularly at its north-west boundary, and should be informed by a landscape assessment.

**5.150** This approach to development will ensure that the site and its housing complements the existing urban area and the rural scene beyond. The new spine road or cycleway/footpath corridor, and the need for drainage and landscaping, offer opportunities for different design approaches to create a distinct character.

**5.151** The development should support new and/or improved facilities in New Romney, particularly through enhancing connections south of the development. Contributions to enhancements of the High Street/Ashford Road or town centre community facilities are likely to be warranted, and should be considered as part of the masterplan process, which must also investigate solutions to junction improvements with Littlestone Road (A259/B2071).

**5.152** Kent County Council has indicated a need to retain 0.7 hectares of its landholding as open space and supporting facilities for the primary school. New small-scale toilet facilities and storage, plus natural surveillance from new housing, could be included to improve operation of the playing field.

17 URS/Scott Wilson (2011) Land at New Romney LDF Core Strategy Policy Advice

**5.153** Romney Marsh has a sensitive hydrology. It is appropriate for the development to set high standards for water conservation (meeting or surpassing policy CSD5). The design will need to meet the requirements of a Flood Risk Assessment and explore options for an appropriate layout, design, ground levels and construction techniques to minimise flood risk, with land reserved for surface water attenuation (and potentially contributing to local ecology).

## The North Downs Area

Primary area aims: *B4, B6, B8, C7, C9, D2, D4, D5, D8* (see Chapter 3 including Future Vision).

Main local evidence base studies: Rural Services Study, SHLAA Update, Employment Land Review and Sellindge Masterplan Final Report, High Level Growth Options, Growth Options Level Two Report.

**5.154** The spatial strategy in the North Downs Area seeks development of a sustainable new town based on garden settlement principles, in accordance with policies SS6-SS9 and strategic growth in Sellindge (policy CSD9).

**5.155** The spatial strategy also seeks to create a hierarchy of sustainable, integrated and well-served villages that will meet housing, employment and social needs; and to secure sustainable management of the environment, recognising opportunities and the context of infrastructure and nearby towns.

**5.156** The North Downs Area accounted for 19,800 of the district's population in the 2011 census. The North Downs also contains several Priority Centres of Activity (e.g. Local Centres and potential Major Employment Sites) and tourist facilities with significant growth potential in line with SS4 and CSD3.

**5.157** Much of the North Downs is recognised as an area of high landscape value through its designation as an Area of Outstanding Natural Beauty (AONB). National planning policy directs large scale-development away from such areas, which include the villages of Lyminge and Elham and smaller settlements.

**5.158** Many North Downs villages have evidence of high 'social capital' with active parish councils and strong local communities, and the council will support positive sustainable development initiatives that arise with widespread neighbourhood support. Opportunities will be present at a local level to address demographic changes, housing affordability and other matters challenging rural communities.

**5.159** In accordance with the strategic aims of the Core Strategy Review, development should enhance the identity and profile of settlements and environments in this rural area through expanded local public open space and village services, additional employment, and contribute to the district's housing growth.

**5.160** Most major development in this area over the last two decades has been directed to previously developed 'brownfield' land at Hawkinge (within the AONB). The southwest of the North Downs, outside the AONB and flood zone 3, offers significant opportunity to create a new garden settlement, and enable the further growth of Sellindge. Sellindge, Lympne and Stanford are all located close to significant high quality highway and rail infrastructure, and there are opportunities for these communities to benefit from additional facilities, especially those that help foster community spirit and reduce the need to travel further afield to access services.

**5.161** In line with CSD3, key tourist attractions and visitor facilities will be supported and can potentially be intensified subject to impact. Allied to this, additional jobs at Lympne (and Hawkinge) should be secured under policy SS4, to provide accessible premises for distribution, manufacturing and other industry, while significant employment opportunities will be created within the garden town, serving the wider community.

**5.162** The accessibility of the area and lack of major flooding and immediate landscape constraints offer opportunities for strategic-scale development. The cumulative impact on communities and existing infrastructure has been considered in developing proposals for this area (as part of Policies SS6-SS9 and CSD9).

**5.163** In contrast, the AONB landscape and villages such as Elham and Stelling Minnis bring in and serve visitors in their own right, in addition to major attractions such as Port Lympne in the southwest. Saltwood is another attractive neighbourhood within the North Downs area (although its built-up area now merges with Hythe).

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**5.164** The settlement of Hawkinge has seen considerable growth, through allocations within the Kent Structure Plan at the end of the twentieth century. Through the Places and Policies Local Plan, three sites have been identified for residential development to meet local need. The strategic priority is – in accordance with the vision and its Service Centre status – to consolidate the settlement through improving local services and community facilities, allied with expanding employment opportunities and travel choices. Pedestrian movement should be enhanced, especially in moving between these locations. It is not proposed to further extend the settlement into the designated countryside of the Kent Downs AONB.

**5.165** Lyminge in the AONB is the largest settlement after Hawkinge in the North Downs and offers a good range of local services. It is a designated Rural Centre and important to the future strategy for the wider area.

**5.166** Any development within the area's villages should be designed sensitively to protect the landscape and improve the village's sense of place. Some smaller hamlets are not featured in policy SS3 to protect them from inappropriate scale development. Several significant green infrastructure opportunities exist in the North Downs, with a fringe zone in the south and east where there is a close juxtaposition between urban environments and the AONB (and other landscapes), and the Folkestone to Etchinghill escarpment (designated as a habitat of international status).

**5.167** Lympne is identified as a Primary Village and is mainly centred around the Roman road of Stone Street. The AONB overlooking Romney Marsh is found immediately to the south. To the west of the village - near Port Lympne, a major visitor attraction - lies the Lympne Industrial Estate, and Link Park (awaiting full implementation as a serviced employment site).

**5.168** Limitations in existing infrastructure, including strategic transport and waste water connections, and community facilities are recognised. Change in the village should therefore be phased so that jobs, housing, necessary physical infrastructure and community facilities are delivered together. Policy proposals for the new garden town seek to ensure the local distinctiveness of Lympne is retained as a self-contained village, while delivering improved facilities and services nearby that village residents can access.

- **Sellindge**

**5.169** The village of Sellindge is a Rural Centre in the west of the district. It has a wide range of facilities and services, serving Sellindge and the wider rural area. These include a GP surgery, primary school, village shop with integrated Post Office, village hall, residents' association, sports and social club, farm shop and a public house.

**5.170** Sellindge is dispersed in character, consisting of a series of neighbourhoods located along, or just off, the busy Ashford road (A20). Historically there has been no central core or main cluster of facilities.

**5.171** The lack of a central core was investigated by independent consultants, appointed under national Rural Masterplanning Funding, working in collaboration with the local community.

**5.172** The results of this were reflected in the Sellindge Strategy in the 2013 Core Strategy. The strategy set out a policy to create a new village green with 250 additional homes. A planning application has since been granted.

**5.173** For the Review of the Core Strategy, the Growth Options Study has shown that there are still opportunities in the settlement to meet the growth required in the district until 2037. The Phase 2 study, together with further work undertaken, has indicated that, due to landscape and heritage constraints, additional development should be located to the east and south west of the settlement.[18]

**5.174** The study and further work have indicated that development of up to 600 dwellings in Sellindge (including the 250 previously identified) could be accommodated but this would need to be supported by expanded and new facilities and infrastructure.

**5.175** As of early 2017, there is no spare capacity for further development at either the doctor's surgery or school, and land with potential for the future expansion of the school is in separate ownership. The existing permission granted for 250 homes includes a requirement for land and funding to increase the primary school from 0.5 to 1 form of entry, however further capacity will be required to accommodate the additional growth proposed. Given this, any proposals will have to provide land and funding for the expansion of the primary school to 1.5 forms of entry (1.5 FE). Additionally, new or expanded health care will be required; however it may be that this can be delivered as part of a new facility within the nearby garden town.

**5.176** With regard to infrastructure, the Growth Options Study highlights that there will be impacts on the B2068 and A20 and these should be considered as part of development proposals and the policy formation process. Any further improvements to the A20 or other roads should consider the findings of the Sellindge Rural Masterplan and applicants are encouraged to discuss their proposals with the Parish Council and highways authority at an early stage. Furthermore, there are no cycleways in this area, especially to Westenhanger Station to the east of Sellindge, with opportunity for footpath upgrades to be delivered to allow safe access to rail services from the village. Improvements to the Public Rights of Way (PROW) network adjacent to, or crossing, the broad locations will also be sought to improve connectivity. The key PROW are HE273, HE271A, HE274, HE310 and HE301.

**5.177** Sellindge does not fall within the AONB, but it is within its setting. Any new development, particularly at the scale proposed in policy CSD9, may give rise to some adverse landscape and visual impacts for which mitigation will be required. Through the use of landscaping on the rural edge, and through the siting, type and design of new buildings, development should be able to be assimilated into the landscape and any detrimental effects on the setting of the AONB minimised. Proposals within the Kent Downs AONB should follow the guidance and principles set out in the Kent Downs AONB Management Plan and its associated Design Guidance.

**5.178** There are a number of listed buildings within Sellindge such as Rhodes House and Little Rhodes and buildings of local interest such as Grove House and Potten Farm, the setting of which will need to be considered in any proposals. The retention of mature trees will also be sought where possible, to soften the built environment and to mitigate the impact on the wider views from the Kent Downs AONB. The broad location to the west may contain a protected crash site and an area of medieval archaeology, and evaluation and mitigation of archaeological remains will need to be undertaken in accordance with a specification and programme of work submitted and approved by the council in advance of development commencing, as set out in Places and Policies Local Plan HE2.

**5.179** Landscaping will also be important to the east of Sellindge, due to the open character of the farm land. The boundary should be heavily landscaped in this location, with planting provided to avoid amenity impacts on new residents in this part of Sellindge and the coalescence of Sellindge and Stanford. Gibbins Brook forms another clear spatial boundary on the eastern edge of this land, but as a Site of Special Scientific Interest (SSSI), impacts on the brook should be minimised and funding provided for its enhancement and protection.

**5.180** The Growth Options Study has indicated that small-scale employment uses could be provided, however, these should be located on the eastern side of Sellindge, given its proximity to junction 11 of the M20, Westenhanger railway station and Folkestone service station. Employment provision should contribute positively to the village's character and could provide a variety of small-scale units, for support services and offices, that avoid the need for large delivery vehicles to access the development.

18 Section 4.6: Strategic Allocations outlines the aim and methodology of the Growth Options Study.

**5.181** There is the potential for the allocation to embrace new technologies to achieve a low carbon, low waste and low water environment, with an aspiration for carbon, water and waste neutrality to be explored.

## Policy CSD9

**Sellindge Strategy**

Land to the south and north east of Ashford Road in Sellindge forms a broad location for development to create an improved village centre with a mix of uses, a village green/common, pedestrian and cycle enhancements to Ashford Road and other community facilities together with new residential development of circa 600 dwellings.

The first phase has planning permission for approximately 250 dwellings. The second phase for the remaining dwellings hereby allocated comprising Site A (land to the west of Phase 1) and Site B (land to the east of phase 1) as identified in Figure 5.8 is the subject of this policy. Planning permission will not be granted for any development pursuant of this policy unless and until the Council is satisfied that the requirements of Policy CSD5 (d). are met.

Proposals for the second phase for the residential-led development should be accompanied by a masterplan for Sites A and B which shows how the sites will be integrated with Phase 1 and the existing settlement. Development shall meet all the following criteria:

a. The residential development element shall not commence until the primary school extension (to 1 FE) and the Parish Council administrative accommodation to be provided in phase 1 are under construction with a programmed completion date;

b. Total residential development within phase 2 of circa 350 dwellings (including Classes C2 and C3) with 22 per cent affordable housing subject to viability and a minimum of 10 per cent of dwellings designed to meet the needs of the ageing population;

c. Development shall be designed to minimise water usage, as required by the Water Cycle Study. Total water use per dwelling shall not exceed 110 litres per person per day of potable water (including external water use);

d. Proposals must provide:

    i. Prior to the commencement of development, land and an appropriate level of funding to enable the upgrading of Sellindge Primary school to 1.5 forms of entry (1.5 FE);

    ii. Prior to first occupation, new nursery facilities of sufficient size to meet the needs of the residents;

    iii. Prior to the completion of the second phase, a replacement village hall to a specification that meets the prospective needs of future residents; and

    iv. Prior to the commencement of development, a proportionate contribution towards the upgrading and/or expansion of existing local medical facilities or otherwise towards a new healthcare facility to meet the needs of the residents;

e. The design and layout of the development shall be landscape-led and include within it structural landscaping with woodland planting to be provided on the rural edge of the development, particularly around the western boundary of Site A, to retain the rural character, and on the eastern boundary of Site B, to avoid or minimise adverse impacts on the Kent Downs AONB and views into and out of the AONB. All landscaping shall be planted at an early stage of the development and provide new habitats for priority nature conservation species. Applications shall be accompanied by a landscape and visual impact assessment that should inform the landscaping scheme and address structural and local landscape matters;

f. Approximately 1,000sqm of business (B1 Class) floorspace shall be provided, achieving BREEAM 'excellent' rating;

g. Proposals should protect and conserve the setting of non-designated built heritage assets such as Grove House and Potten Farm, protect and where possible enhance important historic natural heritage assets, such as hedgerows, in accordance with their particular significance;

h. Any archaeological remains should be evaluated and potential impact mitigated in accordance with Places and Policies Local Plan Policy HE2;

i. Provide, or contribute to, convenient and safe links within the sites and externally to ensure there is ease of access by a range of transport modes to new and existing development and facilities within the village and cycle and pedestrian access to Westenhanger Station;

j. Deliver pedestrian and cycle enhancements to the A20 through informal traffic-calming features and associated highways improvement extending the principles of the Rural Masterplan; Provide noise and air pollution mitigation measures between the M20/High Speed 1 transport corridor and the built development, to integrate with structural planting and habitat creation; and

k. Contribute to improvements in the local wastewater infrastructure and other utilities as required to meet the needs of the development including:

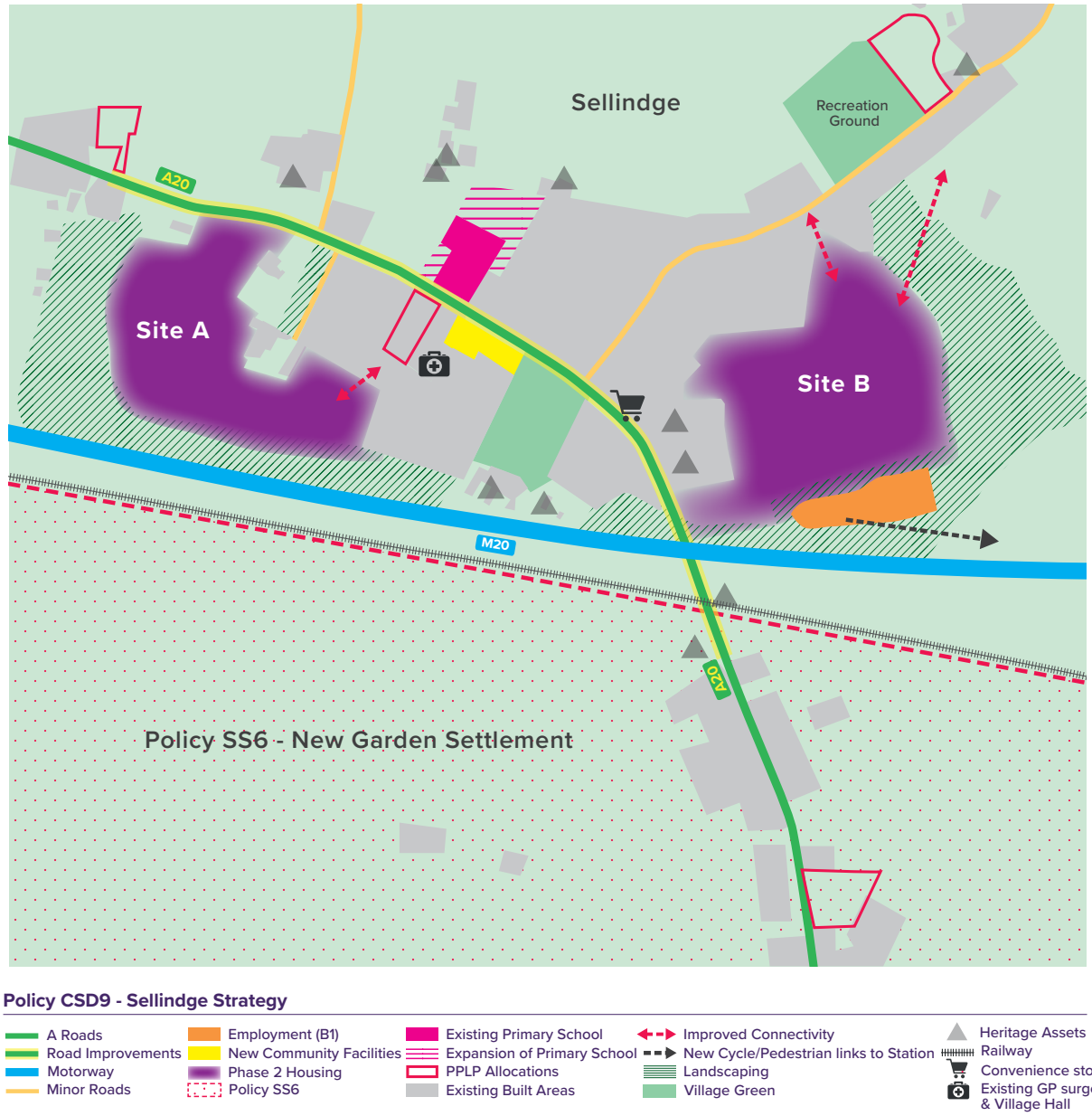
    i. The delivery of sewage infrastructure, in liaison with the service provider, aligned with occupation of the development; and

    ii. Future access to existing sewage infrastructure for maintenance and upsizing purposes.

**5.182** An indicative strategy for Sellindge is set out below to show how residential development can meet needs for central facilities in a location near the junction with Swan Lane. Figure 5.8 is indicative only; proposals should be developed collectively by landowners with further community input to accord with the criteria of CSD9.

**5.183** Policy CSD9 should be read in conjunction with the other policies in the development plan, in particular Places and Polices Local Plan Policy HB4: Self-build and Custom Housebuilding Development; Policy C3: Provision of Open Space, regarding allotments and sports facilities; Policy C4, regarding play space provision; and Policy CC1, regarding energy efficiency.

**Figure 5.8 Sellindge Strategy**




**5.184** In the context of strong development pressures, the identification of a broad location with two phases will allow the objectives of the Rural Masterplanning[19] project (and also specific Aim C7 and others of this plan) to be met and infrastructure upgrades delivered. A comprehensive and deliverable proposal is needed that fully satisfies the key outcomes of the Rural Masterplanning Fund project, providing:

- A sense of place through the village green/common south of the Ashford Road (A20);
- A suitable residential mix including affordable housing; and
- Significant improvements to the A20 so that pedestrian/cycle movements are encouraged and vehicular drivers discern they are travelling through the heart of Sellindge.

19 Urban Initiatives (2011) Sellindge Rural Masterplan Final Report

**5.185** Should these objectives not be met, development will not be supported, as this opportunity is centred on addressing local community needs (speculative proposals in other locations associated with a piecemeal pattern of development can be resisted under policy SS1).

**5.186** This positive policy, along with the policies of countryside protection, will co-ordinate change in central Sellindge and ensure that inappropriate proposals that harm the village, or fail to deliver community infrastructure, can be resisted.

## 5.3 Implementation

**5.187** Folkestone & Hythe District Council will work with partner organisations in a variety of innovative ways to ensure that the Core Strategy Review's vision is achieved, as many of the strategic proposals cut across several areas of responsibility and interest. The council has a number of key partners. For example, the Environment Agency assists in the environmental stewardship of the district through involvement in flood risk assessment and other matters. In addition, landowners and developers are important partners in the regeneration of the district, for example in the Creative Quarter. Much of the land identified through the allocations in this Review is held by various private landowners, and their commitment and active involvement is required to implement this strategy. Similarly, the Ministry of Defence is a key partner at Shorncliffe, Lydd and elsewhere in the district.

**5.188** The council will also consider, when appropriate alternatives have been exhausted and necessary to this Core Strategy Review, the option of using its compulsory purchase powers to implement proposals and enable land to be developed, redeveloped or improved to help deliver regeneration. The council will usually try to negotiate with the owner, but if the owner refuses to sell, the council can start the process that will allow it to buy the land or property. Later in the process, the council offers pre-application advice for all developments.

**Plan Implementation**

**5.189** A less positive framework for regeneration or commitment to deliver the vision would offer fewer risks. In the context of the strategic change identified in this plan, intensified competition between places and past performance, consideration of future risks and contingencies is warranted. There are risks to the delivery of any plan, but these can be limited by early consideration of the nature of risk, and by responding with a combination of:

- Reducing risk within core plan formulation (where controllable and consistent with plan aims), and
- Setting a framework to enable the monitoring of the impact of risks – through examination of plan delivery performance, then identifying fall-back actions (contingencies).

**5.190** The reduction of risks in the Core Strategy Review has been approached by addressing sources of risk in drafting the document. Central to this is the identification of structural drivers facing this (and any such) plan. The structural drivers facing the district (and many other coastal areas in southern England) can be reconciled with the strategic needs to provide a local delivery context.

**5.191** There are risks directly associated with putting forward specific major change proposals, and key future possible events are considered against the risk events with a 'high' seriousness or likelihood.

**5.192** Monitoring as a whole is a critical part of risk management. This will be based around regular examination of indicators through the Authority Monitoring Report (AMR) and other means. These indicators can be supplemented by periodic examination of plan performance as a whole, using a framework derived from the milestones set out in the plan.

**Strategy for Housing Implementation**

**5.193** A housing implementation strategy is required. The spatial strategy builds in flexibility by providing a framework with options to ensure a suitable long-term supply of housing. Specific sites are available in excess of the period required in national policy (15 years) by identifying growth options to 2036/37. The primary housing land policy (SS2) is expressed at an average level of 738 new dwellings a year - and provisions are made to ensure delivery is not unnecessarily delayed (policies SS5–SS11).

**5.194** Further provisions include the allocation of small- and medium-sized sites in the Places and Policies Local Plan in line with policies SS1, SS2 and SS3. As set out in the spatial strategy, development on sustainable sites elsewhere within or adjoining settlements will be considered where well-related in scale and location to

the role of settlement set out in hierarchy; where appropriate social, community and physical infrastructure exists or is provided; development contributes to sustainable transport objectives; and where adverse impacts are minimised.

**5.195** Although specific land has been identified through the Core Strategy Review and Places and Policies Local Plan, it is possible as a contingency that other provisions will need to be made to maintain a healthy supply of housing land to 2036/37.

**5.196** There is an element of reasonable allowance for contingency within the policy, but further potential actions are identified to ensure successful housing implementation:

- In line with national policy, a local housing land shortfall identified in the five-year supply or housing delivery test will be material to the determination of planning applications. This could bring forward new sources of housing if required;
- Non-planning interventions, for example other public sector housing or regeneration initiatives; and
- Alternatively, other sources of supply may emerge (including through Neighbourhood Plans). These are outside the direct control of the local planning authority but should be considered in the context of monitoring and plan review of housing completions.

**5.197** 'Windfall' sites (not previously identified) have historically provided a proportion of the district's housing land supply, and a cautious estimate of 95 dwellings a year has been included in the housing land supply (see Table 4.3); sites of nine or fewer new dwellings net have provided an average of 97 dwellings a year over the period 2012/13 to 2018/19.

**5.198** A positive and active strategy, supported by the monitoring and implementation framework, should allow housing supply needs to be addressed, alongside the introduction of the requirements of policies for better-quality developments and places (including SS3 and CSD1).

**5.199** Monitoring through the AMR will be complemented by periodic review of overall delivery milestones as a key part of housing implementation strategy.

**Strategy for Infrastructure and Economic Development Implementation**

**5.200** The period to 2036/37 is likely to extend beyond a single economic cycle and provides sufficient forward planning for most organisations. Policy SS2 accepts commercial development needs will be subject to monitoring and sites reviewed consistent with the need to meet the aims of this Core Strategy Review.

**5.201** Regular monitoring of employment land should continue given its significance to strategy, dependence on the national economy and potential for losses to other uses. Monitoring should consider the delivery of new industrial/office facilities (including qualitative improvements) at major employment sites as part of the new garden settlement and in the Urban Area and rural locations, illustrating take-up of a range of key opportunities. Given the need to ensure that the new garden settlement is a truly sustainable community, monitoring will be particularly important to ensure that population and employment floorspace are fully aligned.

**5.202** Employment land provisions will be reviewed (as a minimum, in AMRs throughout the plan period and in future updates to the Employment Land Review). Potential interventions include greater public sector intervention to support delivery.

**5.203** Monitoring of retail provision should be guided by national policy and focus on available indicators on the health of designated centres, plus highlighting the delivery of any major new retail developments. This will include frontage mix and vacancy monitoring in AMRs, supported by regular checks of wider vitality. Monitoring of town centre developments in the new garden settlement will be crucial to ensure that provision keeps pace with population growth and does not harm nearby centres in Folkestone, Hythe, New Romney, Dover and Ashford.

**5.204** Infrastructure provision should be coordinated using the Core Strategy Review to inform investment decisions, and through management of development in line with policy SS5 (SS6– SS11 as applicable) to ensure sufficient capacity and timely servicing of development. The Community Infrastructure Levy (CIL) has its own regime of assessment and annual reporting.

# Appendices

# 6 Appendices

## 6.1 Appendix 1: Monitoring and Risk

**6.1** This appendix sets out how the Core Strategy Review will be evaluated as part of an ongoing process of planning, monitoring and reviewing to cover risks and deliver sustainable development. It firstly sets out specific indicators to inform plan implementation, then considers factors influencing delivery.

**6.2** To enable the council to know whether the Core Strategy Review policies and programmes for infrastructure are achieving their objectives and targets, policies and delivery of development needs to be monitored.

**6.3** There are particular national provisions for annual monitoring of housing land supply (five-year developable sites) under national policy. This will be detailed in the Authority Monitoring Report (AMR).

**6.4** The AMR will be the primary means of monitoring. Every year, it will address the indicators below (subject to data availability). Where key policies and targets are not being met or implementation is delayed or is having unintended effects, reasons will be provided in the AMRs along with any appropriate actions to redress the matter.

**Table 6.1 Aims arising from Strategic Need A**

| Aim | Measurement(s) | Target |
|---|---|---|
| A1. Increase prosperity across the local population | - GVA per head; Office of National Statistics | In 2016, GVA per head in the district was £18,923. GVA per head to increase year on year in plan period |
| A2. Improve accessibility and transport infrastructure | - Public transport; new routes / increased frequency<br><br>- Completion of walking and cycling routes<br><br>- Annual highway improvement schemes | |
| A3. Enhance the viability/vitality and appeal of Town Centres, with Folkestone as a major commercial, cultural and tourism centre featuring upgraded connections and public realm | - Town Centre Vacancy Rates (F&HDC annual survey) | Vacancy rates by frontage not to exceed 10 per cent<br><br>Shopfront survey incorporating:<br><br>• Changes in occupancy;<br>• Mix of uses; and<br>• Proportion of multiple stores. |
| A4. Achieve real terms increases in gross incomes | - Earnings by residence (real terms) | In 2017/18 average gross weekly pay of the district's residents was £524.80, whilst South East average was £596.80. The district's gross weekly pay to increase by £3.60 pa over and above any South East growth to close that gap in plan period |
| A5. Grow the proportion of residents with higher-level qualifications, helping to create an 'innovative district' to provide a distinct employment offer that reflects changing patterns of work | - NVQ4+ qualifications | In 2017/18, 32 per cent of people in the district and 41.5 per cent of people in the South East have NVQ level 4 or higher. The district's proportion to grow by 0.5 per cent pa over and above any South East growth to close that gap in plan period |
| A6. Deliver a flexible supply of 'super connected' employment space in terms of location, size and type; particularly space that allows business to start up and scale-up their operation | - Commercial Information Audit | Average 1ha pa increase in B-class developments, and review progress at Shearway (Folkestone), Link Park (Lympne), and Mountfield Road (New Romney) |
| A7. Expand the range of jobs and skills in the workforce | - Nomis; Labour Market Profile | In 2016, Labour density was 0.72. |
| A8. Maximise the efficient use of infrastructure and secure further improvements unlocking the development of priority sites, | - Commercial Information Audit<br><br>-Industrial Land Survey | Review progress towards appropriate milestones in Table 4.2 |

| Aim | Measurement(s) | Target |
|---|---|---|
| communities and areas to develop business clusters and centres of excellence | | |
| A9. Provide housing of a quality and type suited to long-term economic development needs | - Housing Flows Reconciliation Form | Affordable Housing cumulative provision in excess of 139 dwellings per year over plan period |
| A10. Regenerate deprived neighbourhoods, including Central and Northern Folkestone and in pockets within Romney Marsh | - Index of Multiple Deprivation | Improve relative position of relevant IMD neighbourhoods in Folkestone East, Foord, Harbour & Harvey Central, Lydd ward and the westernmost part of Romney Marsh ward |
| A11. Expand cultural and creative activity in the district, with refurbished premises and spaces in Folkestone's old town forming a vibrant Creative Quarter visitor attraction | - Creative Quarter refurbishment | Refurbished properties (permissions including external alterations) in Seafront/Creative Arc (policy CSD6) to average at least one a year |

**Table 6.2 Aims arising from Strategic Need B**

| Aim | Measurement | Target |
|---|---|---|
| B1. Expand green infrastructure and enhance its connectivity, making a positive contribution to managing the impacts of climate change through adaptation and mitigation | - Designated wildlife sites | To achieve continuous positive gains in designated wildlife sites: number and total area (additional ha.) |
| B2. Minimise local carbon emissions, monitor and manage air quality, control pollutants and promote sustainable waste management | - Dept. of Energy and Climate Change carbon emission figures<br><br>- Roadside $NO_x$ along the A20 corridor<br><br>- New sustainable waste handling facilities | Continuous relative improvements in the district's emissions performance<br><br>The council will monitor roadside $NO_x$ at regular intervals over the plan period in order to identify any improving or deteriorating trends. Any deterioration may trigger the need for local mitigation measures and could lead to a review of the plan<br><br>Development of new low-carbon waste handling centres |
| B3. Protect and enhance habitats and species to sustain biodiversity, particularly where of international and national significance including a focus on Dungeness and Folkestone Warren | - Status of SSSI land<br><br>- Status of Dungeness/ Folkestone Warren | No net increase and progress towards nil land units in 'unfavourable/declining' condition<br><br>Improve status of units at Dungeness/ Folkestone Warren |

| Aim | Measurement | Target |
|---|---|---|
| B4. Manage sensitive landscapes shaping the character of the district, especially on the edge of settlements or within the Kent Downs AONB and its setting | - Kent AONB Unit (2004) Kent Downs AONB Management Plan actions | On track for full implementation of district applicable Management Plan actions by end of plan period (proportion completed) |
| B5. Increase the efficiency of water management to maintain local water resources and to improve the quality of watercourses and the sea | - Environment Agency water quality data; ground, surface and sea | Performance guidelines set by Water Framework and Bathing Directives |
| B6. Maintain the sense of openness and tranquillity of the countryside and undeveloped coast | - Development outside of settlement boundaries | No planning permissions for new build residential development other than in line with specific Core Strategy Review provisions e.g. Rural exceptions (CSD1) |
| B7. Manage the district's coast to ensure resilience to climate change processes, reducing the risk to life and property from flood hazards, and actively managing coastal environments for green infrastructure and sustainable recreational purposes | - Implementation of the Folkestone to Cliff End Flood and Erosion Management Strategy | Review progress in implementation of flood defence actions |
| B8. Enhance the character and function of the district's historic towns and villages, and the management of historic assets/visitor attractions | - Conservation Area Appraisals | Adoption of reviews to all conservation area boundaries |
| B9. Promote choice in means of transport through opportunities for walking and cycling and improved public transport networks and information | - Expand bus routes | Increase in number of routes with a 7-day a week service |

**Table 6.3 Aims arising from Strategic Need C**

| Aim | Measurement | Target |
|---|---|---|
| C1. Create distinctive places and cohesive neighbourhoods and encourage increased voluntary activity, the provision of new community buildings and retention of existing viable local community buildings and civic interest in community development | - Community buildings<br><br>- Adoption of community plans including Neighbourhood Development Plans<br><br>- Assets of Community Value designated | No net loss of community buildings. |
| C2. Ensure choice of high-quality residential accommodation is maximised within individual | - Housing Flows Reconciliation Form | 50 per cent of completions over the period of the plan to consist of 3 (or more) bedroom dwellings |

| Aim | Measurement | Target |
|---|---|---|
| neighbourhoods and villages, with a mix of housing size, type and tenure, including opportunities for self- and custom-build homes | | |
| C3. Assist in meeting the essential needs of vulnerable local social groups and provide more properties that allow people to remain living independently | | New built schemes over 10 dwellings to include a minimum of 20 per cent of market dwellings meeting Building Regulations M4(2) Category 2 (Accessible and Adaptable Dwellings) |
| C4. Improve sports, recreational space, health care and other facilities and reduce relative disparities in the health of communities | - Improvements to district sports facilities | Delivery of improvements to existing sports grounds and development of major new sports facilities in the urban area |
| C5. Increase access to services that are appropriate to the needs of the local population and improve and maintain essential rural services and infrastructure | - Additional school and GP premises | No net loss of school and GP premises per year |
| C6. Improve the urban environment, including the usage and sense of security of key public spaces including major parks, town centres and public transport stations | - Where possible opportunities to co-ordinated major physical improvement programmes to parks, railway stations or public realm | |
| C7. Reintegrate physically divided or highly linear villages and neighbourhoods through central social infrastructure or community development | - New locally-led public open space, community buildings, pedestrian/ cycle upgrades, or public services | |
| C8. Improve Town Centre environments, facilities and communications for businesses and visitors in the Romney Marsh area | - Interventions to address market failure in fast broadband for isolated communities<br><br>- Major town centre physical improvement programme | Average of at least one major new facility completed every third year over plan period in Romney Marsh |
| C9. Consolidate communities that are hosting significant new developments | - Community facility, public services or new build retail/employment premises to develop in parallel with residential development | Average of at least one new community/commercial planning permission per 'major' residential permission over the plan period |

**Table 6.4 Aims arising from Strategic Need D**

| Aims | Measurement | Target |
|---|---|---|

| | | |
|---|---|---|
| D1. Ensure adequate land is identified to meet housing need over the plan period, with an aim to provide sufficient capacity beyond the plan period or headroom, should housing need increase | - Annual Housing Completions (total homes built per annum)<br>- Housing Delivery Test | Set out in Policy SS2 |
| D2. Include a balanced mix of land uses, housing tenures, community facilities and strategic open spaces with long term stewardship and management arrangements established at an early stage | - Annual Housing Completions (Types, sizes and tenures)<br>- Commercial Information Audit<br>- Open Space Study | Set out in Policies SS2 and CSD2<br>Open Space Study Standards |
| D3. Promote innovative and distinctive architecture whilst protecting and enhancing unique landscapes and heritage assets. Building construction should be characterised by longevity, smart energy solutions and environmentally adapted materials | - Building for Life 12<br>- Locally Listed Buildings List<br>- Heritage at Risk Register | Adherence to local plan policies |
| D4. Healthier living to be encouraged by the generous provision of sports pitches, recreational facilities and land for locally grown produce | - Standards set out in Open Space, Play Space and Sports Studies | Adherence to local plan policies and study standards |
| D5. Areas and facilities within new development must be accessible to all. This is facilitated by physical linkages such as public transport, walkways and cycle paths | - Building for Life 12<br>- Kent Design<br>- Number of users of cycle paths<br>- Bus patronage levels | Adherence to local plan policies |
| D6. Housing options that meet the different and changing needs of young people, growing families and the elderly. | - Building for Life 12<br>- Kent Design<br>- Building Control space standards | Adherence to local plan policies |
| D7. Public transport planning must be an integral aspect of strategic new development | - Bus patronage levels | Adherence to local plan policies |
| D8. Green corridors within and connecting built-up areas should be emphasised in urban design, particularly to balance and enhance the built environment in high density areas | - Recommendations set out in the Green Infrastructure Study update | Adherence to local plan policies |
| D9. Requiring a reduction in waste from new homes and businesses and achieving an increase in recycling rates significantly higher than is achieved in established towns in Kent | - Volume of waste generated per head of population<br>- Proportion of household waste recycled | KCC Minerals and Waste Plan targets (CSW4 Strategy for Waste Management Capacity) |

| | | |
|---|---|---|
| | - Proportion of commercial waste recycled<br><br>- Proportion of waste sent to landfill | |

**6.5** In relation to addressing future challenges, external and internal sources of risk and change have been examined against each other in the table below.

**Table 6.5 External and internal risk perspectives**

| Structural Drivers | Summary of risk implications by Strategic Need |
|---|---|
| 1. Economic and political pressures and fluctuations<br>2. Finite natural resources and growing environmental risks<br>3. Social trends and changing household structures<br>4. Technological innovations and shifting relationships between people and place | **Strategic Need A - Structural risk summary**: The depth and breadth of associated challenges is readily apparent when looking across structural drivers for this issue, as avenues for addressing local weaknesses are restricted on a range of fronts in terms of delivery resources. This highlights the importance of recognising the impact of communication links on places and the need for active place-shaping: providing a uniquely district-specific response to this challenge and new economic practices. |
| | **Strategic Need B - Structural risk summary**: This expresses the directness of the relationship between this local challenge to global context. The implications of wide social and economic/policy changes in this sphere are not yet clear. Evaluation does indicate again the opportunity arising from a greater premium on a sense of place, in particular environmental features that are valued for their broad contribution towards what people regard as attractive places. This may be contingent on robust management arrangements. |
| | **Strategic Need C - Structural risk summary:** This shows that whilst the constraints of uncertainty and withheld public/private resources may not necessarily be overcome, and support services may be challenged, new/softer opportunities may remain applicable. In particular, whilst organising local actions may be discouraged if change is more rapid, the end prospect of an increased resource and social capital from empowerment of neighbourhoods may result in individuals, such as retired people, working together to bring forward non-material resources of their own which may be captured positively. |

**6.6** Looking at structural drivers across needs, it is apparent that economic and environmental context may be strongly applicable to risks locally and must be closely monitored across the district, whereas the local scope of social and technological aspects may be more positive (if identified potential can be realised).

**6.7** This can inform evaluation of more specific or immediate risks. The following table uses this theme to identify possible specific risk events to overall delivery. The likelihood and sustainable development 'criticality' (rating seriousness) is considered in order to focus on the most prominent risks, so that they can be related back to key elements of the spatial strategy.

**Table 6.6 Identifying 'high' risks**

| Event applicable to plan delivery | Relative likelihood of event | Relative seriousness to local aims |
|---|---|---|
| The national economy seriously under-performs over the majority of the plan period (no net GDP rise) | Low | Medium |
| Confidence in the local housing market decreases and house sales remain limited in volume over an extended period | Low | High |
| Development of premises for local office/industrial purposes remains highly constrained over the whole plan period | High | Medium |

| Event applicable to plan delivery | Relative likelihood of event | Relative seriousness to local aims |
|---|---|---|
| A serious emergency incident occurs with major local environmental implications | Low | High |
| Developments in Folkestone fail to deliver resources to reach a critical mass necessary to provide transformative public realm upgrades | Medium | Medium |
| Place-competition to capitalise on High Speed 1 proves unexpectedly intense (substantial decline in interest in moving to live/work in the district from outside of the sub-region) | Low | High |
| Place-competition for creative industries intensifies substantially (significant decline in demand to live/work in the district for these purposes) | High | Medium |

## 6.2 Appendix 2: Glossary of Terms

**Accessibility** - The ability of people to move around an area and to reach places and facilities.

**Adoption** - The formal decision procedure by which the development plan becomes formal council policy.

**Affordable housing** - Housing for sale or rent for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). The NPPF categorises affordable housing as housing complying with one or more of the following definitions: (a) affordable housing for rent; (b) starter homes; (c) discounted market sales housing; and (d) other affordable route to home ownership (including shared ownership, relevant equity loans, other low cost homes for sale and rent-to-buy).

**Amenity** - The tangible and intangible benefits or features associated with an area that contribute to its character, comfort, attractiveness and enjoyment.

**Ancient woodland** - An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites.

**Appropriate Assessment** - *See Habitats Regulations Assessment*

**Aquifier** - Underground rock layers that hold water, which are often an important source of water for public water supply, agriculture and industry.

**Area Action Plan** - A Development Plan Document which will be used to provide a planning framework for a specific area where changes are envisaged.

**Area of Outstanding Natural Beauty (AONB) -** A statutory landscape designation, which recognises that a particular landscape is of national importance.

**Authority Monitoring Report (AMR)** - A document produced annually by the local planning authority that monitors and reports on the progress and the performance of planning policies.

**Biodiversity** - The variety of plants and animals and other living things in a particular area or habitat, a high level of which is usually considered to be important or desirable.

**Biodiversity Opportunity Area (BOA) -** .Areas where conservation action such as habitat creation, restoration or expansion is likely to have the greatest benefit for biodiversity. They can contribute to delivering biodiversity action plan targets.

**Building for Life** - The national standard for well-designed homes and neighbourhoods. A Building for Life assessment scores the design quality of planned or completed housing developments against 20 criteria.

**Building Research Establishment Environmental Assessment Method (BREEAM)** – The standard for assessing the sustainability and environmental performance of buildings.

**Broad location -** A general location identified on the Key Diagram for major growth and development where technical or infrastructure information does not currently allow the exact extent of land to be confirmed.

**Brownfield Land (also known as previously developed land)** - Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

**Carbon Neutral** - Offsetting or compensating for carbon emissions through schemes such as tree planting to absorb carbon or energy efficient design and to avoid carbon emissions.

**Climate Change** – Changes in historical climate patterns arising from natural and/or man-made causes that produce an increasing mean global surface temperature.

**Climate Change Adaption**

- Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change,

including rising temperatures and changes in rainfall, which aim

to reduce harm or make use of beneficial opportunities.

**Climate Change Mitigation** - Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

**Community Infrastructure** - Refers to the services and facilities that provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. These can include doctors surgeries, schools, churches, village halls, sports centres; and playgrounds.

**Community Infrastructure Levy (CIL)** - A fixed charge allowing local authorities to raise funds from developers undertaking new building projects in their area. The levy amount is based on new floorspace created (£/sqm) and is set in the authority's CIL Charging Schedule.

**Comparison Retail** - Refers to shopping for things like clothes, electrical items, household and leisure goods. Comparison goods are bought relatively infrequently, so consumers usually evaluate prices, features and quality before making a purchase.

**Conservation Area** - An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

**Core Strategy Review** - The plan setting out the long-term vision for the district's development, the spatial objectives and strategic policies to deliver that vision (this document). It looks to the period to 2036/37.

**Countryside** - Rural and coastal areas defined as land lying outside the settlement boundaries shown on the Policies Map.

**Creative Industries** - Industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property.

**Custom build** - See Self-build.

**Department for Communities and Local Government (DCLG)** - See Ministry of Housing, Communities and Local Government (MHCLG).

**Design Code** - A set of illustrated design rules which instruct and/or advise on the physical development of a site or area.

**Design Guide** - A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

**Development Management** - The process of assessing and making decisions on planning applications submitted to the local planning authority. Planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise.

**Development Plan** - A series of documents including Local Plans, Neighbourhood Plans and Waste and Mineral Plans, that plan for the future development of a local area. They contain planning policies that are used as the starting point for the consideration of planning applications for development or use of land.

**Designated Heritage Asset** - A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Edge of Centre** - For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area; and for all other main town centre uses, a location within 300 metres of a town centre boundary.

**Energy Efficiency** - Making the best or most efficient use of energy to achieve a given output of goods or services, and of comfort and convenience.

**Environment Agency (EA)**

- Government agency concerned mainly with rivers, flooding and pollution.

**Flood Zone** - Land within Flood Zones 2 and 3 at a high risk from a source of flooding including from the sea, rivers, rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes or other artificial sources.

**Garden Town** - Large scale development based on the 'garden city' principles which in effect aim to improve quality of life by providing high quality design; infrastructure appropriate for the needs of the society such as public transport, public services, education and health facilities as well as community facilities and provision of green spaces, gardens, open spaces and landscaped areas integral to their design.

**Geodiversity** – The variety of rocks, fossils, minerals, landforms, soils and natural processes, such as weathering, erosion and sedimentation, that underlie and determine the character of our natural landscape and environment.

**Green Corridor** - Relatively continuous areas of linked open space leading through the built environment such as woodland, parks and grass verges. They allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats they join.

**Greenfield Land**

- Land which has not been previously developed.

**Green Infrastructure** - A network of protected sites, of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

**Gypsies and Travellers** - Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

**Gypsy and Traveller Sites** - Sites either for settled occupation, temporary stopping places or transit sites for people of nomadic habit of life, such as Gypsies and Travellers.

**Habitats Regulations Assessment (including Appropriate Assessment)** - The statutory process and documentation required by the Birds and Habitats Directives of the European Union to assess the effects of a plan on a nature conservation site of European importance. See also Natura 2000 Series Sites.

**Heritage Asset** - A building, monument, place, or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Includes designated and undesignated assets.

**Historic Environment** - All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Housing Delivery Test** – Measures net homes delivered in a local authority area against the homes required, using national statistics and local authority data. The DLUHC publish the Housing Delivery Test results for each local authority in England.

**Housing Trajectory** - A graphical tool used to show future housing delivery over the lifespan of the Development Plan.

**Index of Multiple Deprivation**

- Combines a number of indicators chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England

- known as lower-layer super output areas.

**Infrastructure** - A collective term which relates to all forms of essential services like electricity, water and road and rail provision, including social/community facilities.

**Infrastructure Development Plan** - This will contain the key infrastructure required to support the homes and commercial development in the Core Strategy Review. This includes physical infrastructure such as transport energy and water, social and community infrastructure such as health, education and emergency services and green infrastructure such as open spaces and allotments. The IDP sits alongside the CSR and will contain a programme identifying when items of infrastructure are expected to be in place, funding and costs.

**International, national and locally designated sites of importance for biodiversity** - All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

**Kent County Council (KCC)** - Countywide local authority responsible for a range of strategic functions and services such as highways (non-trunk routes), minerals and waste planning, and education and social care.

**Key Diagram** - A diagram to show the general location of key elements of the Core Strategy Review. This includes for example, the broad locations for development in the district.

**Landscape Character Assessment** - An assessment to identify different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.

**Lifetime Homes** - Homes which are built to an agreed set of national standards that make housing more functional and flexible for everyone including families, disabled people and older people. They also include future-proofing features that enable cheaper, simpler adaptations to be made when needed.

**Listed Building** - A listed building is a building or structure of special architectural or historic interest recognised by central government as being worthy of protection. A listed building is included on the National Heritage List for England which is compiled by the Secretary for Culture, Media and Sport with advice from Historic England.

**Local Development Order** - An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

**Local Enterprise Partnership -** A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

**Local Housing Market Area (LHMA)** - Geographical areas defined in the SHMA by economic household demand and preferences. Housing markets do not respect administrative boundaries and may comprise smaller, more local sub markets and neighbourhoods.

**Local Housing Need** - The number of homes identified as being needed through the application of the standard method set out in national planning guidance.

**Low Carbon Development** - A development which achieves an annual reduction in net carbon emissions of 50% or more from energy use on site by reducing energy demand through passive design and energy efficient technology and supplying energy from renewable sources.

**Main town centre uses** - Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Major Employment Sites** - A Core Strategy term indicating general places where land is/will be allocated for industrial, warehousing or office uses.

**Masterplan** - A type of planning brief outlining the preferred use of land and the overall approach to the layout in order to provide detailed guidance for subsequent planning applications.

**Mixed-use development** - Development of a site or building that comprises a variety of different types of land use.

**National Planning Policy Framework (NPPF)** - Sets out the government's planning policies for England, and provides a framework within which councils and local people can produce their own distinctive local and neighbourhood plans, which reflects the needs and priorities of their communities.

**Natura 2000 Series Sites** - A network of protected areas covering Europe's most valuable and threatened species and habitats. It is made up of Special Areas of Conservation, Special Protection Areas and RAMSARs, designated under the Birds and Habitats Directive.

**Natural England (NE)** - Government agency concerned with the natural environment, including biodiversity and the countryside.

**Neighbourhood Development Plan** - A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area (such as a parish or town neighbourhood). Neighbourhood plans are part of the statutory development plan for the area and have the same status as the local plan.

**Nutrient Neutrality** - The mitigation of adverse effects associated with increased nutrients from new plans and projects, by counter-balancing any additional nutrient inputs to ensure that there is no net change in the amount of nutrients reaching the features which led to a Habitats site being designated.

**Older People** - People over or approaching retirement age.

**Open Countryside**

- Rural and coastal areas defined as land lying outside the settlement boundaries shown on the Policies Map.

**Open Space**

- All open space of public value, which offer important opportunities for sport and recreation and can act as a visual amenity.

**Out of Centre**

- A location which is not in or on the edge of a centre but not necessarily outside the urban area.

**Planning obligation**

- Requirements made of a developer to make planning permission acceptable. This may include matters such as the provision of affordable housing as part of the scheme, or a financial contribution towards off site works such as highway improvements.

**Planning Practice Guidance** - Supporting guidance to the NPPF. The guidance can be updated and is available to view online at: https://www.gov.uk/government/collections/planning-practice-guidance

**Policies Map** - An interactive map showing site allocations and the geographical areas where planning policies (as referenced by the development plan) apply in the district.

**Previously Developed Land** - see *Brownfield Land*.

**Primary Shopping Area** - Defined area where retail development is concentrated.

**Priority Centres of Activity (PCAs)** - A term used in the Core Strategy Review places at the heart of settlements or those key to the future prosperity of the district. These include areas such as retail centres, shopping streets, business parks and industrial sites..

**Public Realm** - The space between and within buildings that is publicly accessible including streets, squares, forecourts, parks and open spaces.

**Ramsar Site** - A wetland of international importance, designated under the 1971 Ramsar Convention.

**Registered Social Landlord (RSL)** - Government-funded, not-for-profit organisations that work with local authorities to provide affordable housing for people meeting the affordable homes criteria.

**Renewable Energy** - Energy derived from a source that is continually replenished such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy.

**Section 106 agreement** - A legal agreement under section 106 of the Town & Country Planning Act 1990. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

**Self-build -** The practice of aspiring homeowners creating their own homes. Self-builders' inputs may vary from undertaking the building work themselves to contracting out some or all of the work to an architect or building package company. Self-building may be approached in a number of different ways:

- Individual custom build - where an individual buys a plot of land and builds a home. The self-builder may do some or all of the build themselves, or employ a builder to oversee the build;
- Group custom build - where a group of people come together to create a housing development which they then live in. They may build the homes themselves or do this with help from a developer; and
- Developer-led custom build - where a developer provides a design-and-build service to purchasers which give people a chance to create a house design that suits their own preferences and needs.

**Sequential Approach** - An approach to planning decisions which may require particular steps to be taken, or types of locations or sites to be considered, in a particular order of preference. The approach could apply to issues such as retail development, in relation to town centres, or the use of land at risk from flooding.

**Settlement Hierarchy** - Settlements are categorised into a hierarchy based on the range of facilities, services and employment opportunities available, plus the ability to access other higher-ranking settlements by public transport.

**Site of Specific Scientific Interest (SSSI)** - A conservation designation for the protection of an area because of the value of its flora and fauna or its geological interest.

**Social Capital** - The networks, norms and trust among people who share similar objectives; classified as a geographical concept whereby the relationships of people are shaped by the areas in which they live.

**Spatial Planning** - Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.

**Special Area of Conservation (SAC)** - Areas given special protection under the European Union's Habitats Directive, which was transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

**Special Protection Area (SPA)** - An area identified as being of international importance for the breeding, feeding, wintering or migration of rare and vulnerable species of birds. The are European designated sites, classified under the Birds Directive.

**Statement of Common Ground** - A written statement of the agreed facts between at least two parties, relating to a development proposal subject to a planning appeal or a policy matter subject to public Examination.

**Statement of Community Involvement (SCI)** - Sets out the council's approach to how and when it will consult with the community in the preparation of planning documents and making decisions on planning applications.

**Strategic Flood Risk Assessment (SFRA)** - Analyses of the main sources of flood risk to the district, together with a detailed means of appraising development allocations against the risks posed by existing and forecast coastal and river flooding.

**Strategic Housing Land Availability Assessment (SHLAA)** - Identifies potential land for housing and assesses the deliverability and developability of sites. The SHLAA is a key component of the evidence base used to support the delivery of sufficient land for housing to meet the community's need for more homes.

**Strategic Housing Market Assessment (SHMA)** - Establishes the long-term aims for housing supply and demand within a given area. It provides local authorities with a better understanding of their housing markets and a robust evidence base for new planning and housing policies.

**Strategic (Site) Allocation** - A site central to achievement of the Core Strategy Review, where the principle and main features of development are established through a formal designation (allocation) of a specific parcel(s) of land in a development plan.

**Supplementary Planning Document (SPD)**- Provide further explanation or elaboration of policies contained in Local Plans. May take the form of design guides, area or site development briefs, masterplan or issue-based documents.

**Sustainability Appraisal (SA)** - The systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in development plans.

**Sustainable Development** - Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable Transport** - Management of transport for sustainable development purposes. Can be travel management measures or any form of transport, including all alternatives to the private car, especially low-carbon travel modes. Often relates to travel by bus or train but also includes walking and cycling.

**Sustainable Drainage Systems (SuDS)** - These are drainage systems designed to manage surface water and groundwater (through collection and soakaways) to reduce the potential impact of new and existing developments on flood risk.

**Town Centre** - Areas defined in the local plan occupied by Main Town Centre uses providing a range of commercial, cultural, and civic activities, including shopping, leisure, entertainment, culture and social and community facilities.

**Transport Assessment** - A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel; and what measures will need to be taken to deal with the anticipated transport impacts of the development.

**Travel Plan** - A long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

**Use Classes Order**- The Town and Country Planning (Use Classes) Order puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

**Viability** - Considers whether the value generated by a development is more than the cost of developing it.

**Water Framework Directive -** European legislation designed to improve and integrate the way water bodies are managed throughout Europe and to establish a policy framework for action on water quality.

**Windfall Site** - A site not specifically identified in the development plan.

**Zero Carbon Development** - A development that after taking account of emissions from space heating, ventilation, hot water and fixed lighting, expected energy use from appliances, and exports and imports of energy from the development to and from centralised energy networks, will have net zero carbon emissions over the course of a year.

## 6.3 Appendix 3: Indicative Housing Trajectory

The diagram below shows an indicative housing delivery trajectory for the Core Strategy Review plan period, from 2019/20 to 2036/37. This will be kept under regular review and updated as developments progress and new information becomes available.

**Picture 6.1 Housing Trajectory for the Core Strategy Review period**

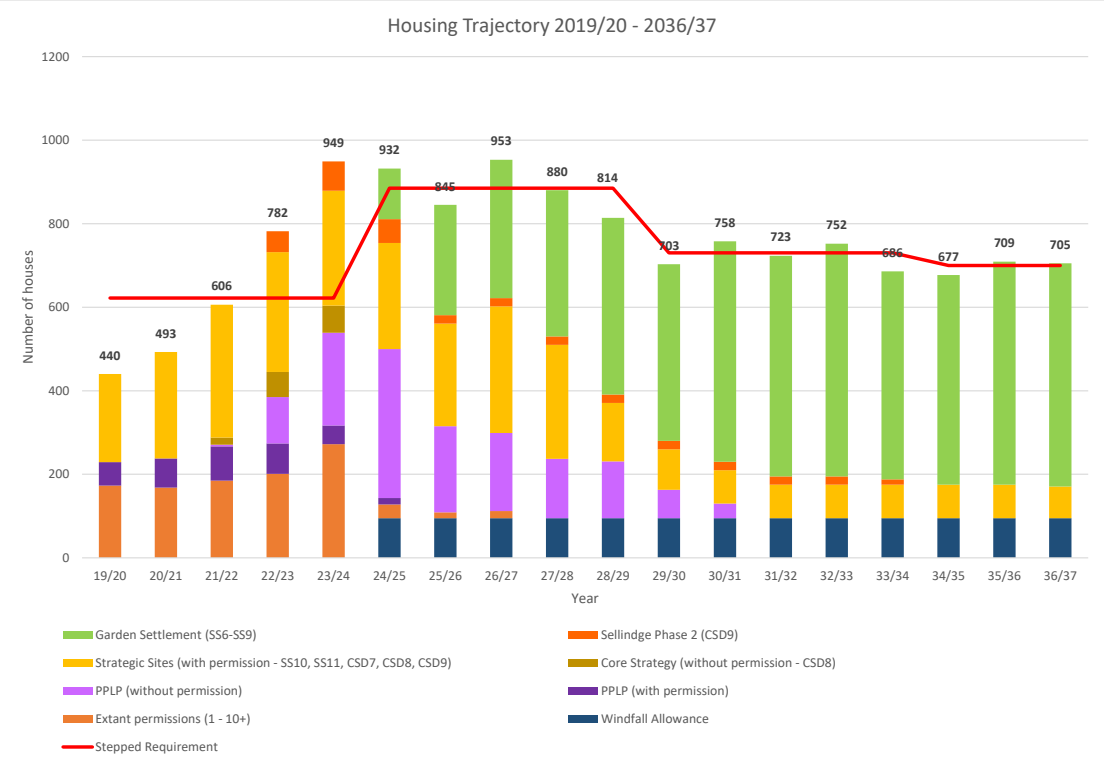


**Table 6.7 Indicative Housing Trajectory**

| Indicative Housing Trajectory | | 2019 /20 | 2020 /21 | 2021 /22 | 2022 /23 | 2023 /24 | 2024 /25 | 2025 /26 | 2026 /27 | 2027 /28 | 2028 /29 | 2029 /30 | 2030 /31 | 2031 /32 | 2032 /33 | 2033 /34 | 2034 /35 | 2035 /36 | 2036 /37 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Windfall allowance | 0 | 0 | 0 | 0 | 0 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 1,235 |
| 2 | Extant permissions (1-10+) | 173 | 168 | 185 | 201 | 272 | 33 | 14 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,063 |
| 3 | PPLP (with permission) | 56 | 70 | 82 | 73 | 45 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 341 |
| 4 | PPLP (without permission) | 0 | 0 | 4 | 111 | 222 | 357 | 206 | 187 | 142 | 136 | 68 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1,468 |
| 5 | 2013 Core Strategy (without permission) | 0 | 0 | 17 | 60 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 6 | 2013 Core Strategy strategic sites (with permission) | 211 | 255 | 318 | 287 | 275 | 254 | 246 | 303 | 273 | 140 | 97 | 80 | 80 | 80 | 80 | 80 | 80 | 76 | 3,215 |
| 7 | Core Strategy Review - Sellindge Phase 2 (CSD9) | 0 | 0 | 0 | 50 | 70 | 57 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 13 | 0 | 0 | 0 | 350 |
| 8 | Garden settlement | 0 | 0 | 0 | 0 | 0 | 121 | 264 | 331 | 350 | 423 | 423 | 528 | 528 | 557 | 498 | 502 | 534 | 534 | 5.593 |
| 9 | Total delivery | 440 | 493 | 606 | 782 | 949 | 932 | 845 | 953 | 880 | 814 | 703 | 758 | 723 | 752 | 686 | 677 | 709 | 705 | 13,407 |
| | | Phase 1: 2019-23 | | | | | Phase 2: 2024-28 | | | | | Phase 3: 2029-33 | | | | | Phase 4: 2034-36 | | | |
| 10 | Stepped requirement | 622 | 622 | 622 | 622 | 622 | 885 | 885 | 885 | 885 | 885 | 730 | 730 | 730 | 730 | 730 | 700 | 700 | 700 | |

| Explanatory Notes to Table 6.1 | |
|---|---|
| Row | Notes |
| 1. | Windfall allowance - 95 homes a year; early years discounted to avoid double-counting with sites with planning permission. |
| 2. | Extant permissions – All extant full planning permissions from unallocated sites (as at 31 March 2021). |
| 3. | PPLP (with permission) – Sites allocated in the Places and Policies Local Plan with full planning permission (as at 31 March 2021). |
| 4. | PPLP (without permission) – Sites allocated in the Places and Policies Local Plan without full planning permission: Policy CSD8: New Romney (part) (as at 31 March 2021). |
| 5. | 2013 Core Strategy (without permission) – Sites allocated in adopted 2013 Core Strategy without full planning permission (as at 31 March 2021). |
| 6. | 2013 Core Strategy Strategic sites (with outline and full permission) – Sites allocated in adopted 2013 Core Strategy with part reserved matters planning permission: Policy SS10: Folkestone Seafront; Policy SS11: Shorncliffe Garrison, Folkestone; Policy CSD7: Hythe Strategy; Policy CSD8: New Romney Strategy (part); Policy CSD9: Sellindge Strategy (existing phase 1) (as at 31 March 2021). |
| 7 | Core Strategy Review – Policy CSD9 Sellindge (Phase 2) – without full permission (as at 31 March 2021). |
| 8. | Garden settlement – New garden settlement allocated in Core Strategy Review Policies SS6 – SS9. |
| 9. | Total delivery – Sum of above sources of dwellings. |
| 10. | Stepped requirement – Annual average requirement in four phases under Core Strategy Review Policy SS2: Housing and Economy Growth Strategy. |

## 6.4 Appendix 4: Schedule of Policies

The table below lists the policies in the former Core Strategy Local Plan 2013 and the policies in this Review that replace them. (Other policies have been developed in the Places and Policies Local Plan, and a schedule of those policies, and the previous local plan policies they will replace, is given in Appendix 2 of the Local Plan.)

**Table 6.8 Schedule of 2013 Core Strategy policies that have been replaced**

| Policy Title | Core Strategy Local Plan 2013<br><br>Policy Reference | Core Strategy Review 2022<br><br>Policy Reference | Brief Description of Changes |
|---|---|---|---|
| Delivering Sustainable Development | DSD | --- | Policy deleted. Sustainable development is set out in section 2 of the National Planning Policy Framework (NPPF). The NPPF states that national policy should not be repeated in local plans. |
| District Spatial Strategy | SS1 | SS1 | Amended to reflect new garden settlement. |
| Housing and the Economy Growth Strategy | SS2 | SS2 | Amended to reflect new growth requirements. |
| Place-Shaping and Sustainable Settlements Strategy | SS3 | SS3 | Amendments made to the text. |
| Priority Centres of Activity Strategy | SS4 | SS4 | Amendments made to the text. |
| District Infrastructure Planning | SS5 | SS5 | Amendments to update. |
| New Garden Settlement - Development Requirements | ___ | SS6 | New policy for the new garden settlement proposal. |
| New Garden Settlement - Place Shaping Principles | ___ | SS7 | New policy for the new garden settlement proposal. |
| New Garden Settlement - Sustainability and Healthy New Town Principles | ___ | SS8 | New policy for the new garden settlement proposal. |
| New Garden Settlement - Infrastructure, Delivery and Management | ___ | SS9 | New policy for the new garden settlement proposal. |
| Spatial Strategy for Folkestone Seafront | SS6 | SS10 | Minor updates to original policy. |

| Policy Title | Core Strategy Local Plan 2013<br><br>Policy Reference | Core Strategy Review 2022<br><br>Policy Reference | Brief Description of Changes |
|---|---|---|---|
| Spatial Strategy for Shorncliffe Garrison, Folkestone | SS7 | SS11 | Minor updates to original policy. |
| Balanced Neighbourhoods | CSD1 | CSD1 | Amendments to update |
| District Residential Needs | CSD2 | CSD2 | Amendments made to reflect new development requirements |
| Rural and Tourism Development | CSD3 | CSD3 | No amendments made to original policy |
| Green Infrastructure of Natural Networks, Open Spaces and Recreation | CSD4 | CSD4 | Minor amendments made to the text. |
| Water and Coastal Environmental Management | CSD5 | CSD5 | Updated to reflect new Government standards and introduction of BREEAM |
| Central Folkestone Strategy | CSD6 | CSD6 | Minor amendments made to introduce town centre enterprise zone. |
| Hythe Strategy | CSD7 | CSD7 | Minor change to update paragraph reference. |
| New Romney Strategy | CSD8 | CSD8 | New paragraph added to update. |
| Sellindge Strategy | CSD9 | CSD9 | Revisions to reflect additional allocated land and to update. |

## 6.5 Appendix 5: New Garden Settlement – Indicative Infrastructure Delivery, Phasing and Management Schedule

**6.8** Appendix 5 provides an indicative infrastructure delivery schedule. It shows the potential infrastructure required for the new garden settlement:

- Table 1 – Strategic Road Network - M20 Junction 11 'Monitor and Manage' Framework
- Table 2 – Strategic Road Network – M20 Junction 12-Junction 13 Merge and Diverge Improvements 'Monitor and Manage' Framework
- Table 3 – Strategic Road Network – Junction 13 Improvements 'Monitor and Manage' Framework
- Table 4 – Strategic Road Network – A20 / Spitfire Way / Alkham Valley Road Interchange 'Monitor and Manage' Framework
- Table 5 – Local Highway Network – 'Monitor and Manage' Framework (Non-Strategic Road Network Interventions)
- Table 6 – Local Highway Network – M20 Junction 11 'Monitor and Manage' Framework
- Table 7 – Local Highway Network – M20 Junction 13 Improvements 'Monitor and Manage' Framework
- Table 8 – Local Highway Network – A20 / Spitfire Way / Alkham Valley Road Interchange 'Monitor and Manage' Framework
- Table 9 – Other Infrastructure - Delivery, Phasing and Management Framework (Within Plan Period)
- Table 10 – Other Infrastructure - Delivery, Phasing and Management Framework (Up to 10,000 Homes)

**Table 1 - Strategic Road Network - M20 Junction 11 'Monitor and Manage' Framework**

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body<br><br>(Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| M20 J11- Intervention 1: M20 J11 Southbound Diverge | 25% (or equivalent trips) of Otterpool Park 6,500 to 2037 | 1,625 dwellings = approximately Year 8 of delivery | £3.9m<br><br>Otterpool Park represents 64% of traffic growth to 2037. | | Undertake intervention 1 if the 'monitor and manage' approach shows the number of movements at Junction 11 is consistent with the trajectory profiling and modelling assumptions then a design would need to be shared with Highways England in year 6 of build out, with a commitment to complete the works no later than between years 8 and 10 of build out. |
| M20 J11 - Intervention 2: M20 J11 Northbound Diverge | 45% (or equivalent trips) of Otterpool Park 6,500 to 2037 | 2,925 dwellings = towards end of year 12 of delivery | £4.3m<br><br>Otterpool Park represents 64% of traffic growth to 2037. | | To come forward as a package of mitigation to include intervention 3.<br><br>If the 'monitor and manage' approach shows the number of movements at Junction 11 is consistent with the trajectory profiling and modelling assumptions then a design would need to be shared with Highways England in year 10 of build out, with a commitment to complete the works no later than between years 12 and 14 of build out. |
| M20 J11 - Intervention 3: M20 J11 Southbound Merge, Northbound merge, Gyratory and in/out to services | 70% (or equivalent trips) of Otterpool Park 6,500 to 2037 | 4,550 dwellings = year 16 of delivery | £5.6m<br><br>Otterpool Park represents 64% of traffic growth to 2037. | | Combine this improvement with intervention 2. |

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body<br><br>(Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| M20 J11 - Intervention 4: A20 Ashford Road/ Road Junction | 92% (or equivalent trips) of Otterpool Park 6,500 to 2037 | 5,980 dwellings = year 18 of delivery | £3.5m<br><br>Otterpool Park represents 64% of traffic growth to 2037. | | If the 'monitor and manage' approach shows the number of movements at Junction 11 is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with Highways England in year 15 of build out, with a commitment to complete the works no later than between years 18 and 20 of build out. |

**Table 2 - Strategic Road Network - M20 Junction 12-Junction 13 Merge and Diverge Improvements, 'Monitor and Manage' Framework**

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body<br><br>(Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| Junction 12 Eastbound Merge and Junction 13 Eastbound Diverge | 2031 based on traffic growth forecasts, equivalent to Year 12 of delivery. | 2,968 dwellings | £24.3m<br><br>Otterpool Park represents 29% of traffic growth to 2037. | | If the 'monitor and manage' approach shows the number of movements at M20 Junction 12-13 is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with Highways England (to be formally agreed) in year 10 of build out, with a commitment to complete the works no later than between years 12 and 14 of build out. |

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body (Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| Junction 13 Westbound Merge and Junction 12 Westbound Diverge | 2034 based on traffic growth forecasts, equivalent to Year 15 of delivery. | 4,525 dwellings | £28.4m<br><br>Otterpool Park represents 29% of traffic growth to 2037. | | Combine this improvement with intervention 1. |

**Table 3 - Strategic Road Network - Junction 13 Improvements 'Monitor and Manage' Framework**

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body (Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| Junction 13 South Roundabout: Widen the entry width on the Churchill Avenue approach and localised widening on the A20 Castle Hill Bridge approach. | 2024 based on traffic growth forecasts, equivalent to Year 6 of delivery. | 385 dwellings | £0.19m<br><br>Otterpool represents 13% of the traffic growth to 2037. | | If the 'monitor and manage' approach shows the number of movements at M20 Junction 13 is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with Highways England (to be formally agreed) in year 4 of build out, with a commitment to complete the works no later than between years 4 and 6 of build out. |

**Table 4 - Strategic Road Network - A20 / Spitfire Way / Alkham Valley Road Interchange 'Monitor and Manage' Framework**

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body<br><br>(Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| A20 / Spitfire Way / Alkham Valley Road interchange | An improvement is needed by 2024 based on traffic growth forecasts, equivalent to Year 6 of delivery. The scheme included is the ultimate solution to 2037 (to cater for traffic levels forecast to be on the network in 2037). | 385 dwellings = after year 6 of delivery | £4.6m<br><br>Otterpool Park represents 35% of the traffic growth to 2037. | | If the 'monitor and manage' approach shows the number of movements at the A20/ Alkham Valley interchange is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with Highways England and KCC (to be formally agreed) in year 4 of build out, with a commitment to complete the works no later than between years 4 and 6 of build out.<br><br>This would not prejudice the ability of KCC and Highways England to take forward an alternative scheme. |

**Table 5 - Local Highway Network - 'Monitor and Manage' Framework (Non-Strategic Road Network Interventions)**

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body<br><br>(Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| Re-alignment of the A20 from south of the M20 J11 | Prior to first occupation of Otterpool Park 6,500 to 2037 | Prior to first occupation | £ 2.71m | Otterpool Park LLP | n/a |
| Newingreen signalisation scheme | Prior to first occupation of Otterpool Park 6,500 to 2037 | Prior to first occupation | £3.3 m | Otterpool Park LLP | n/a |

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body<br><br>(Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| Dualling of A20 south of the roundabout | 85% (or equivalent trips) of Otterpool Park 6,500 to 2037 | 5,500 dwellings = towards end of year 17 of delivery | £6.15 m (G&T cost) | Otterpool Park LLP | To come forward as a package of mitigation to include the signalisation scheme.<br><br>If the 'monitor and manage' approach shows the number of movements interacting with the A20 is consistent with the trajectory profiling and modelling assumptions then a design would need to be shared with KCC in year 16 of build out, with a commitment to complete the works no later than between years 17 and 18 of build out. |
| Signalisation of southern arm of new roundabout at northern end of new dualling | 85% (or equivalent trips) of Otterpool Park 6,500 to 2037 | 5,500 dwellings = towards end of year 17 of delivery | £0.5 m (G&T cost) | | To come forward as a package of mitigation to include the A20 dualling scheme.<br><br>If the 'monitor and manage' approach shows the number of movements interacting with the A20 is consistent with the trajectory profiling and modelling assumptions then a design would need to be shared with KCC in year 16 of build out, with a commitment to complete the works no later than between years 17 and 18 of build out. |
| A20 signals on the approach to Sellindge | tbc | tbc | £0.2m | KCC | tbc |

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body (Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| A259 / Dymchurch Road / Military Road double yellow line scheme | tbc | tbc | £20,000 | KCC | |
| M20 Junction 9 – Improvements to Trinity Road and Fougeres Way | tbc | tbc | £373,000 | LLP | |

**Table 6 - Local Highway Network - M20 Junction 11 'Monitor and Manage' Framework**

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body (Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| M20 J11- Intervention 1: M20 J11 Southbound Diverge* | 25% (or equivalent trips) of Otterpool Park 6,500 to 2037* | 1,625 dwellings = approximately Year 8 of delivery* | £3.9m*<br><br>Otterpool Park represents 64% of traffic growth to 2037.* | | Undertake intervention 1 if the 'monitor and manage' approach shows the number of movements at Junction 11 is consistent with the trajectory profiling and modelling assumptions then a design would need to be shared with Highways England in year 6 of build out, with a commitment to complete the works no later than between years 8 and 10 of build out.* |
| M20 J11 – Intervention 2: M20 J11 Northbound Diverge* | 45% (or equivalent trips) of Otterpool Park 6,500 to 2037* | 2,925 dwellings = towards end of year 12 of delivery* | £4.3m*<br><br>Otterpool Park represents 64% of traffic growth to 2037.* | | To come forward as a package of mitigation to include intervention 3.*<br><br>If the 'monitor and manage' approach shows the number of movements at Junction 11 is consistent with the trajectory profiling and modelling assumptions then a design would need to be shared with Highways England in year 10 of build |

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body<br><br>(Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| | | | | | out, with a commitment to complete the works no later than between years 12 and 14 of build out.* |
| M20 J11 - Intervention 3: M20 J11 Southbound Merge, Northbound merge, Gyratory and in/out to services | 70% (or equivalent trips) of Otterpool Park 6,500 to 2037 | 4,550 dwellings = year 16 of delivery | £5.6m<br><br>Otterpool Park represents 64% of traffic growth to 2037. | | Combine this improvement with intervention 2. |
| M20 J11 - Intervention 4: A20 Ashford Road/ Road Junction | 92% (or equivalent trips) of Otterpool Park 6,500 to 2037 | 5,980 dwellings = year 18 of delivery | £3.5m<br><br>Otterpool Park represents 64% of traffic growth to 2037. | | If the 'monitor and manage' approach shows the number of movements at Junction 11 is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with Highways England and Kent County Council in year 15 of build out, with a commitment to complete the works no later than between years 18 and 20 of build out. |

*Notes: for clarity all components of the junction scheme have been included. Text within the shaded boxes applies to the Strategic Road Network (and is the subject of agreement with Highways England).

**Table 7 - Local Highway Network - M20 Junction 13 Improvements 'Monitor and Manage' Framework**

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body (Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| Junction 13 South Roundabout: Widen the entry width on the Churchill Avenue approach and localised widening on the A20 Castle Hill Bridge approach. | 2024 based on traffic growth forecasts, equivalent to Year 6 of delivery. | 385 dwellings | £0.19m<br><br>Otterpool represents 13% of the traffic growth to 2037. | | If the 'monitor and manage' approach shows the number of movements at M20 Junction 13 is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with Highways England (to be formally agreed) in year 4 of build out, with a commitment to complete the works no later than between years 4 and 6 of build out. |

**Table 8 - Local Highway Network - A20 / Spitfire Way / Alkham Valley Road Interchange 'Monitor and Manage' Framework**

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body (Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| A20 / Spitfire Way / Alkham Valley Road interchange | An improvement is needed by 2024 based on traffic growth forecasts, equivalent to Year 6 of delivery. The scheme included is the ultimate solution to 2037 (to cater for traffic levels forecast to be on the network in 2037). | 385 dwellings = after year 6 of delivery | £4.6m<br><br>Otterpool represents 35% of the traffic growth to 2037. | | If the 'monitor and manage' approach shows the number of movements at the A20/ Alkham Valley interchange is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with Highways England and KCC (to be formally agreed) in year 4 of build out, with a commitment to complete the works no later than between years 4 and 6 of build out. |

| Junction requiring mitigation | Trigger point for improvement | Indicative point in build out (housing numbers) based on trajectory | Cost estimate and source of funding | Delivery body (Otterpool Park LLP/KCC/HE) | Mitigation response |
|---|---|---|---|---|---|
| | | | | | This would not prejudice the ability of KCC and Highways England to take forward an alternative scheme. |

**Table 9 - Other Infrastructure - Delivery, Phasing and Management Framework (Within Plan Period)**

| Description | Estimated Delivery Based on Housing Triggers | Delivered By |
|---|---|---|
| **ON-SITE HIGHWAYS** | Where the works will be offered for adoption, they will be undertaken via a S38 Agreement. The costs of the works listed below are included within the scheme cost plan. | |
| Upgrading Otterpool Lane | 1,900 units | Otterpool Park LLP with KCC |
| Westenhanger Station enhancement works | 0 - 325 units | Otterpool Park LLP with KCC |
| New Primary Access Junctions | Delivered throughout construction of the development | Otterpool Park LLP with KCC |
| Primary Roads | Delivered throughout construction of the development | Otterpool Park LLP with KCC |
| Secondary Roads | Delivered throughout construction of the development | Otterpool Park LLP with KCC |
| Vehicular Bridge over East Stour River | 1,000 units | Otterpool Park LLP with Environment Agency (EA) |
| Enhancements for high street sections | 1,600 units | Otterpool Park LLP with KCC and FHDC |
| Newingreen Link | 2,000 units | Otterpool Park LLP with KCC |
| Upgrading works to A20 (at either end of new site location) | 4,600 units | Otterpool Park LLP with KCC |
| Additional New Primary Access Junctions | 2,500 units | Otterpool Park LLP with KCC |
| Business Park Access | 4,000 units | Otterpool Park LLP with KCC |
| Strategic Street (A20) | 2,500 units | Otterpool Park LLP with KCC |
| Strategic Street (B2067) | 2,500 units | Otterpool Park LLP with KCC |

| Description | Estimated Delivery Based on Housing Triggers | Delivered By |
|---|---|---|
| Vehicular bridges (2 number) over East Stour River | 4,000 units | Otterpool Park LLP with EA |
| **ON-SITE PEDESTRIAN / CYCLE ROUTES (AWAY FROM SPINE ROADS)** | | |
| Temporary diversions of Pedestrian / cycle routes within the site | Delivered throughout construction of the development | Otterpool Park LLP with FHDC |
| Non-Spine Road Cycleways | Delivered throughout construction of the development | Otterpool Park LLP with FHDC |
| Upgrade works to existing network | Delivered throughout construction of the development | Otterpool Park LLP with FHDC |
| Pedestrian Bridges over swales | Delivered throughout construction of the development | Otterpool Park LLP with FHDC |
| **STRATEGIC SURFACE WATER (SW) DRAINAGE** | Highway drainage will be to the approval of KCC via S278/S38 and other drainage will be to the approval of the regulated Water Company | |
| SW Drainage to Strategic Streets | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |
| SW Drainage Strategic Primary Roads | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |
| SW Drainage Strategic Secondary Roads | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |
| SW Drainage in Public Open Space | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |
| Attenuation Basins | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |
| Mitigation for Nutrients - wetlands | Prior to first occupation | Otterpool Park LLP with regulated Water Company |
| Existing Ditches, Pipes and Culverts | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |
| **FOUL WATER DRAINAGE** | Drainage will be to the approval of the regulated Water Company | |
| Wastewater Treatment – interim measures [(1)] | 0 – 400 units | Otterpool Park LLP with regulated Water Company |

1 The on-site wastewater treatment works require a minimum of 400 units to be connected for there to be sufficient flow through the works. An interim measure such as tankering off-site or the installation of a package treatment works will be required to treat the foul waste from the development prior to the occupation of 400 units. The interim measures will be agreed with the relevant regulated water company and the appropriate statutory bodies.

| Description | Estimated Delivery Based on Housing Triggers | Delivered By |
|---|---|---|
| On-Site Wastewater Treatment – First 2 Phases | Phase 1 – 400 units<br><br>Phase 2 – 3,000 units. | Otterpool Park LLP with regulated Water Company |
| Mitigation for Nutrients - wetlands | 0 - 400 units subject to agreed interim option | Otterpool Park LLP with regulated Water Company |
| **UTILITIES** | | |
| **Telecommunications** | | |
| TELECOMS – Builder's work in connection (BWIC) to on-site highways | Delivered throughout construction of the development | Otterpool Park LLP |
| TELECOMS - Diversions | Delivered throughout construction of the development | Otterpool Park LLP with Telecoms provider |
| TELECOMS – Provision of Broadband | Delivered throughout construction of the development | Otterpool Park LLP with Telecoms provider |
| **Water** | | |
| WATER - BWIC & Main to on-site highways | Delivered throughout construction of the development | Otterpool Park LLP with regulated Water Company |
| WATER - Diversions | Delivered throughout construction of the development | Otterpool Park LLP with regulated Water Company |
| WATER - Reinforcement | 1,500 units | Otterpool Park LLP with regulated Water Company |
| **Electricity** | | |
| ELECTRICITY - BWIC to on-site highways | Delivered throughout construction of the development | Otterpool Park LLP |
| ELECTRICITY – On-site mains | Delivered throughout construction of the development | Otterpool Park LLP with regulated network provider |
| ELECTRICITY - Diversions | Delivered throughout construction of the development | Otterpool Park LLP with regulated network provider |
| ELECTRICITY - Reinforcement | From first occupation | Otterpool Park LLP with regulated network provider and UK Power Networks (UKPN) |
| **GREEN INFRASTRUCTURE INCLUDING PLAY / SPORTS PROVISION** | | |

| Description | Estimated Delivery Based on Housing Triggers | Delivered By |
|---|---|---|
| Public Open Space | Provided in unison with residential phasing throughout the construction of the development to secure open space(s) for future residents and in the interest of place-making | Otterpool Park LLP. This will be secured through the S106 associated with the outline planning application. |
| Sports Pitches – 10.3ha and 2 No Sports Pavilions | From 750 units | Otterpool Park LLP. This will be secured through the S106 associated with the outline planning application. |
| Play Provision (NEAPs, LEAPs, etc) | Provided in unison with residential phasing throughout the construction of the development to secure open space(s) for future residents and in the interest of place-making | Otterpool Park LLP. This will be secured through the S106 associated with the outline planning application. |
| **EDUCATION** | | |
| Nursery<br><br>A nursery in every primary school plus 3 to 4 private/charitable settings. | Nursery schools co-located with primary schools well be brought forward using the same triggers as primary schools (see below)<br><br>Building or land suitable for private/charitable settings will be brought forward incrementally e.g. likely alongside other town centre uses, with one setting on average every 1,500 homes. | KCC (with the option for Otterpool Park LLP to deliver). This will be secured through the S106 associated with the outline planning application.<br><br>Tenancy made available by Otterpool Park LLP, occupation and fit-out by private or charitable operator. This will be secured through the S106 associated with the outline planning application. |
| Primary Schools<br><br>6 to 7 Forms of Entry | • The first primary school will be in the first phase and 2FE is likely to be triggered September after the first occupation of homes.<br>• Thereafter, every form of entry is likely to be triggered at a maximum of every 500 homes and a minimum of every 800 homes.<br>• Forms of Entry may be brought forward one at a time, in 2FE or in 3FE phases. | KCC (with the option for Otterpool Park LLP to deliver). This will be secured through the S106 associated with the outline planning application. |
| Secondary Schools<br><br>A maximum of two secondary schools, one to be capped at 8FE and one to be capped at 6FE. | • The first secondary school phase of 4FE will likely be triggered at between 2,000 and 3,000 homes, subject to monitoring.<br>• Off-site contributions may be required up to this point (including transport) subject to agreed S106 | KCC (with the option for Otterpool Park LLP to deliver). This will be secured through the S106 associated with the outline planning application. |

| Description | Estimated Delivery Based on Housing Triggers | Delivered By |
|---|---|---|
| | • strategy. KCC has indicated that it would require least 2 FE of expansion at an existing Grammar School, which will help to address demand for the first homes.<br>• Thereafter, secondary school expansion will take place in phases of 2-4 FE, subject to monitoring, likely at a rate of 2 FE every 1,600 homes, subject to monitoring.<br>• Secondary schools will likely open at Year 7 and fill from the bottom up. | |
| Sixth Form<br><br>Provided in proportion to secondary places. | Sixth form will be triggered with Secondary School places. | KCC (with the option for Otterpool Park LLP to deliver). This will be secured through the S106 associated with the outline planning application. |
| Special Educational Need<br><br>Is likely to be brought forward in a single school in later phases, by indicatively 30 to 40 places. | Phasing not yet known. It is, however, likely to be late in the development, alongside second secondary school at c. 6,000 homes but may be required in temporary or permanent form earlier subject to need. | KCC (with the option for Otterpool Park LLP to deliver). This will be secured through the S106 associated with the outline planning application. |
| **HEALTHCARE** | | |
| 1,200 to 1,350sqm gross external area (GEA) of floorspace is proposed for health care (potentially one large practice and/or a combination of smaller sites) | GPs will be required roughly at the rate of 1 per 830 homes. Phasing options are likely to include (subject to detailed agreement with the CCGs):<br>• Prior to circa 1,000 homes, a GP could operate temporarily from another building (e.g. a suitable community or commercial building) provided that the facilities and setting are appropriate to provide the quality of service and care required.<br>• Between circa 1,000 and 4,000 homes, a portion of the health centre could be built, with space that is not required for healthcare to be let out on a short-term lease to other retail or commercial uses.<br>• At circa 4,000 to 6,000 homes and above the full GP surgery would be | • Clinical Commissioning Groups and NHS Estates (additional facilities beyond General Practice may be privately or charitably delivered and operated).<br>• Partnership with Sellindge Surgery is one option the CCG is exploring.<br>• This will be secured through the S106 associated with the outline planning application. |

| Description | Estimated Delivery Based on Housing Triggers | Delivered By |
|---|---|---|
| | delivered, and any additional services. | |
| **COMMUNITY USES** | | |
| Floorspace is proposed for community uses (such as community halls, places of worship, youth centres, library/training centre, exhibition or archive space) | Detail not yet determined; the detailed planning process will require Otterpool Park LLP to engage with FHDC, KCC, local parish councils and other local stakeholders and future operators to understand specific needs at the time of delivery. | Community uses will be secured through the S106 associated with the outline planning application. |

**Table 10 - Other Infrastructure - Delivery, Phasing and Management Framework (Up to 10,000 Homes)**

| Description | Estimated Delivery Based on 10,000 Homes | Delivered By |
|---|---|---|
| **ON-SITE HIGHWAYS** | Where the works will be offered for adoption, they will be undertaken via a Section 38 Agreement. The cost of the works listed below are included within the scheme cost plan. | |
| Highway works to Barrow Hill | 5,700 units | Otterpool Park LLP with KCC |
| **ON-SITE PEDESTRIAN / CYCLE ROUTES (AWAY FROM SPINE ROADS)** | | |
| Temporary diversions of Pedestrian / cycle routes within the site | Delivered throughout construction of the development | Otterpool Park LLP with FHDC |
| Non-spine Road Cycleways | Delivered throughout construction of the development | Otterpool Park LLP with FHDC |
| Upgrade works to existing network | Delivered throughout construction of the development | Otterpool Park LLP with FHDC |
| Pedestrian Bridges over swales | Delivered throughout construction of the development | Otterpool Park LLP with FHDC |
| **STRATEGIC SURFACE WATER DRAINAGE** | Highway drainage will be to the approval of KCC via S278/S38 Agreement and other drainage will be to the approval of the regulated Water Company. | |
| SW Drainage Strategic Primary Roads | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |
| SW Drainage Strategic Secondary Roads | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |

| Description | Estimated Delivery Based on 10,000 Homes | Delivered By |
|---|---|---|
| SW Drainage in Public Open Space | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |
| Attenuation Basins | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |
| Mitigation for Nutrients - wetlands | Prior to first occupation | Otterpool Park LLP with regulated Water Company |
| Existing Ditches, Pipes and Culverts | Delivered throughout construction of the development | Otterpool Park LLP with KCC and regulated Water Company |
| **FOUL WATER DRAINAGE** | Drainage will be to the approval of the regulated Water Company | |
| On-Site Wastewater Treatment | Final Phase – 6,600 units | Otterpool Park LLP with regulated Water Company |
| **UTILITIES** | | |
| TELECOMS - BWIC to on site highways | Delivered throughout construction of the development | Otterpool Park LLP |
| TELECOMS - Diversions | Delivered throughout construction of the development | Otterpool Park LLP with Telecoms provider |
| TELECOMS – Provision of Broadband | Delivered throughout construction of the development | Otterpool Park LLP with Telecoms provider |
| WATER - BWIC and main to on-site highways | Delivered throughout construction of the development | Otterpool Park LLP with regulated Water Company |
| WATER - Diversions | Delivered throughout construction of the development | Otterpool Park LLP with regulated Water Company |
| ELECTRIC - BWIC to on-site highways | Delivered throughout construction of the development | Otterpool Park LLP |
| ELECTRIC – On-site mains | Delivered throughout construction of the development | Otterpool Park LLP with regulated network provider |
| ELECTRICITY - Diversions | Delivered throughout construction of the development | Otterpool Park LLP with regulated network provider |
| ELECTRICITY - Reinforcement | From first occupation | Otterpool Park LLP with regulated network provider and UKPN |
| **GREEN INFRASTRUCTURE INCLUDING PLAY / SPORTS PROVISION** | | |

| Description | Estimated Delivery Based on 10,000 Homes | Delivered By |
|---|---|---|
| Public Open Space | Provision in unison with residential phasing throughout the construction of the development to secure open spaces for future residents and in the interest of place-making. | Otterpool Park LLP. This will be secured through the S106 associated with the outline planning application. |
| Sports Pitches - 2.9ha and a Sports Pavilion | Beyond plan period to 10,000 homes. | Otterpool Park LLP. This will be secured through the S106 associated with the outline planning application. |
| Play Provision (NEAPs, LEAPs, etc) | Provided in unison with residential phasing throughout the construction of the development to secure open space(s) for future residents and in the interest of place-making | Otterpool Park LLP. This will be secured through the S106 associated with the outline planning application. |
| **EDUCATION** | | |
| Nursery<br><br>A nursery in every primary school plus up to 6 private/charitable settings. | Nursery schools co-located with primary schools will be brought forward using the same triggers as primary schools (see below)<br><br>Building or land suitable for Private/charitable settings will be brought forward incrementally e.g. likely alongside other town centre uses, with one setting on average every 1,500 homes. | KCC (with the option for Otterpool Park LLP to deliver). This will be secured through the S106 associated with the outline planning application.<br><br>Tenancy made available by Otterpool Park LLP, occupation and fit-out by private or charitable operator. This will be secured through the S106 associated with the outline planning application. |
| Primary Schools<br><br>12 Forms of Entry (with flexibility up to 15 Forms of Entry) | • The first primary school will be in the first phase and 1 or 2FE is likely to be triggered the September after the first occupation of homes.<br>• Thereafter, every form of entry is likely to be triggered at a maximum of every 500 homes and a minimum of every 800 homes.<br>• Forms of Entry may be brought forward one at a time, in 2FE or in 3FE phases. | KCC (with the option for Otterpool Park LLP to deliver). This will be secured through the S106 associated with the outline planning application. |
| Secondary Schools<br><br>12 Forms of Entry (with flexibility up to 14 Forms of Entry) (with some provision off-site) | • The first secondary school phase of 4FE will likely be triggered at between 2,000 and 3,000 homes, subject to monitoring.<br>• Off-site contributions may be required up to this point (including transport) subject to agreed S106 | KCC (with the option for Otterpool Park LLP to deliver). This will be secured through the S106 associated with the outline planning application. |

| Description | Estimated Delivery Based on 10,000 Homes | Delivered By |
|---|---|---|
| | strategy. KCC has indicated they would want at least 2 FE of expansion at an existing Grammar School, which will help to address demand for the first homes.<br>• Thereafter, secondary school expansion will take place in phases of 2-4 FE, subject to monitoring, likely at a rate of 2 FE every 1,600 homes, subject to monitoring.<br>• Secondary schools will likely open at Year 7 and fill from the bottom up. | |
| Sixth Form<br><br>To be provided in proportion to secondary places up to a likely cap of 70 to 80 per cent of year 11 population | Sixth form will be triggered with Secondary School places. | KCC (with the option for Otterpool Park LLP to deliver). This will be secured through the S106 associated with the outline planning application. |
| Special Educational Need 60-80 places | Phasing not yet known; likely to be late in the development, alongside second secondary school at circa 6,000 homes but may be required in temporary or permanent form earlier subject to need. | KCC (with the option for Otterpool Park LLP to deliver). This will be secured through the S106 associated with the outline planning application. |
| **HEALTHCARE** | | |
| 2,500sqm (with flexibility up to 3,000sqm) GEA of floorspace is proposed for healthcare (potentially one large practice and/or a combination of smaller sites) | The likely need required as a minimum to provide primary care facilities is 2,000-3,000sqm GIA (for 10,000 homes).<br><br>GPs will be required roughly at the rate of 1 per 830 homes. Phasing options are likely to include (subject to detailed agreement with the CCGs): at circa 4,000 to 6,000 homes and above the full GP surgery would be delivered, and any additional services. | • Clinical Commissioning Groups and NHS Estates (additional facilities beyond General Practice may be privately or charitably delivered and operated).<br>• Partnership with Sellindge Surgery is one option the CCG is exploring.<br>• This will be secured through the S106 associated with the outline planning application. |
| **COMMUNITY USES** | | |
| Floorspace is proposed for community uses (such as community halls, places of worship, youth centres, library/training centre, exhibition or archive space) | Detail not yet determined; the detailed planning process will require Otterpool Park LLP to engage with FHDC, KCC, local parish councils and other local | Community uses will be secured through the S106 associated with the outline planning application. |

| Description | Estimated Delivery Based on 10,000 Homes | Delivered By |
|---|---|---|
| | stakeholders and future operators to understand specific needs at the time of delivery. | |

Folkestone
& Hythe
District Council