Main Changes to the Local Plan 2030
Public Consultation – July 2017
Part 2 – New Policies to be included within Local Plan 2030

This document contains text and policies which is completely new and not a change to existing content within the 2016 Draft Local Plan Regulation 19. Please use the Main Change (MC) number reference when making comments.

In summary, Part 2 contains new topic, site policies and an appendix as follows:

**Topic policies:**
- Policy SP7 - Separation of Settlements
- Policy HOU18 - Providing a range and mix of dwelling types and sizes

**Site allocation policies:**

**Urban Area**
- Policy 11a – Former Bombardier Works
- Policy S45 - Land South of Brockman’s Lane, Bridgefield
- Policy S46 - Chart Road

**A20 Corridor**
- Policy S47 - Land east of Hothfield Mill
- Policy S48 - Land rear of Holiday Inn Hotel
- Policy S49 - Land North of Tutt Hill, Westwell
- Policy S50 - Land at Caldecott, Smeeth

**Rural Area**
- Policy S51 - Aldington, Land north of Church View
- Policy S52 - Aldington, Land south of Goldwell Court
- Policy S53 - Brook, Nats Lane
- Policy S54 - Challock, Land at Clockhouse
- Policy S55 - Charing, Land adjacent to Poppyfields
- Policy S56 - Chilham, Branch Road
- Policy S57 - Hamstreet, Land at Warehorne Road
- Policy S58 - High Halden A28, Stevenson Brothers site
- Policy S59 - Mersham, Land at Old Rectory Close
- Policy S60 - St. Michaels (Tenterden), Land at Pope House Farm
- Policy S61 - Wittersham, Land between Lloyds Green and Jubilee Fields
- Policy S62 - Woodchurch, Land at Appledore Road

**New Appendix:**
- Appendix 6 - Local Plan Monitoring Indicators
New Topic Policies
(MC85) Policy SP7 - Separation of Settlements

(This Policy and supporting text will be inserted after SP6, within the Strategic Policies Section)

The separate and distinctive identity of individual settlements forms part of the particular character of much of the borough, helps to define communities and is an important feature in maintaining the quality and attractiveness of the borough for residents and visitors alike.

As Ashford town in particular has grown in recent years, some of the open space between the edge of the town and the closest surrounding villages has been eroded. In some locations, such as at Park Farm, specific features such as the buffer zone with Kingsnorth village have been implemented. But as pressure for additional growth to the south of Ashford continues (which is reflected in the proposed allocations in this Local Plan), the need for such protective features is likely to increase with more settlements potentially affected.

The Council is concerned that unplanned erosion of countryside between built up areas would have a serious and significant adverse impact on the character and individual identity of villages through loss of their setting or, more seriously, through coalescence. This could occur in a variety of locations across the borough, for example by the large scale expansion of villages to encompass nearby hamlets; through progressive ‘ribbon’ or linear development along roads that joins up settlements, or through the expansion of Ashford itself.

In judging whether a proposal would adversely affect the individuality and character of a settlement, the distance between settlements is only one factor to consider. The topography of the area can create visual separation even if gaps between settlements are relatively narrow. Existing woodland and other natural features may also contribute to visual and functional separation but artificial or managed landscaped buffers are unlikely to be a suitable substitute where a gap is narrow. The historic integrity of the settlement and its setting will also be a significant factor in assessing proposals that would otherwise coalesce or join together settlements.

Coalescence can occur not just as a result of further residential or commercial development but also as a result of other minor development related to activities such as agriculture, recreation or the keeping of horses. Proposals for development in areas at risk of coalescence will be considered with particular regard to siting, design, external appearance and the cumulative effect of any changes taking place.

Sporting or recreational uses that utilise open spaces between settlements may help to provide a functional open gap between settlements that helps to retain their
individual character and identity. In these circumstances, proposals for such uses may be acceptable provided that any associated built development is minimised in number and scale, located appropriately and designed to a high standard without undermining the principal aim of the policy.

POLICY SP7 - Separation of Settlements

Proposals for built development on non-allocated sites outside the built up confines of settlements shall be permitted only where its impact, individually or cumulatively, would not result in the coalescence or merging of two (or more) separate settlements, or the significant erosion of a gap between settlements resulting in the loss of individual identity or character.

Proposals for outdoor sports and recreational uses will be permitted subject to there being no overriding conflict with other policies and the wider objectives of the Plan. Any related built development should be kept to the minimum necessary to enable the functioning of the associated use, be sensitively located and of a high quality design.
(MC86) Policy HOU18 - Providing a range and mix of dwelling types and sizes

(This Policy will be inserted within Section A – Housing Topic Policies)

The Council’s Strategic Housing Market Assessment (SHMA) shows that a range of house types and sizes are required, to meet the Borough’s housing need throughout the plan period. Delivering a range of house types and sizes also helps to create and foster sustainable communities, provides resilience to the housing market, increases choice and widens the opportunities for home ownership.

Therefore, proposals for ten or more dwellings will be required to provide an appropriate range and mix of dwelling types and sizes. The Council will work with applicants to determine the correct mix to be provided, based on the context of the site, design considerations and local need. Proposals will therefore need to have regard to:

- the Council’s relevant and most up to date housing strategies, including the Strategic Housing Market Assessment, the Housing Strategy and any relevant surveys on local housing need,
- the areas key characteristics and how any proposal will complement the existing built form and/or add variety where necessary,
- the Council’s policy on residential space standards, as expressed under policy HOU12,
- the Council’s guidance on the layout and design aspects of new dwellings, as expressed through the Residential Space and Layout SPD.

Proposals for a standalone older persons housing scheme, and flatted proposals will be exempt from providing a range of dwellings types. However, the proposed mix of sizes and tenure (where relevant) of these dwellings will need to be supported by evidence, as set out above.

All qualifying proposals are expected to provide an appropriate mix and range of dwelling types. However, should independently verified viability evidence establish that it is not possible to do so – and this position is supported by the Council – then a degree of flexibility could be applied.

Policy HOU18 - Providing a range and mix of dwelling types and sizes

Development proposals of 10 or more dwellings will be required to deliver a range and mix of dwelling types and sizes to meet local needs. The specific range and mix of dwellings to be provided should be informed by proportionate evidence that is robust, up to date and provides an assessment of need.

Development proposals for standalone older persons housing are exempt from this requirement and will be supported in principle where the need has been identified by extensive and robust evidence, and where they can be located in a suitable and sustainable way.
New Site Policies
These policies will be inserted within the site policies section, and are also referenced within the revised Housing Trajectory which can be viewed at Main Change reference MC84 in Part 1.

Urban Area
(MC87) Policy S11a – Former Bombardier Works

This site lies to the south of the Ashford – Tonbridge railway line and to the immediate east of the Matalan retail building and car park. The site is that of the former Bombardier Works site, and is now vacant. The land contains railway sidings within the northern section of the site, which provide a signalled connection to the mainline.

The site and in particular the railway sidings, has been identified by Southeastern Railways, the Department for Transport and Network Rail as a highly important piece of infrastructure that needs to be maintained for rail purposes. The site has the potential to provide facilities for the berthing of trains for storage, cleaning and light maintenance. Additional provision of train berthing is required in the Borough in order to accommodate additional rolling stock that is required to meet the increased
demand for rail services from Ashford and the surrounding network. It is therefore considered vital that the site is safeguarded for that purpose. An initial feasibility study for the proposals has indicated that only part of the site would be required for rail use, leaving the remainder of the land open for development. It is considered that employment uses, with a mix of B1-B8 would be most appropriate on the remainder of the site.

If, for any reason, the rail operating company / Network Rail subsequently decide that alternative berthing facilities are to be pursued, then that part of the site may be also be redeveloped for an appropriate type and scale of commercial development, in discussion with the local planning authority.

The land to the south is allocated for residential development (site S11), and in all circumstances, the need for appropriate mitigation of noise and disturbance from activities on this site will need to form part of any redevelopment proposals.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. There is also existing sewerage infrastructure on the site that needs to be taken into account when designing the proposed development. An easement width of between 6 and 13 metres would be required depending upon the pipe size and depth. This easement should be clear of all proposed buildings and substantial tree planting

Policy S11a - Former Bombardier Works site

The site is allocated for a mix of operational railway use and commercial (B1-B8 uses) development. Development proposals for the site shall:

a) Safeguard an area of land to the north of the site adjacent to the railway line, including the existing railway sidings, for operational railway use in accordance with the requirements of the train operators;

b) Provide commercial development on the remaining land that is not required for operational railway use

c) Ensure the commercial uses along the southern boundary of the site are compatible with the residential development proposed on land to the south of the site;

d) Provide access to the site via an improved access from Beaver Lane;

e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
Policy S45 – Land South of Brockman's Lane (Bridgefield)

The site is located between Brockman’s Lane to the north, the Ashford- Hastings railway line and A2070 bypass to the east and the southern boundary of the site is formed by a mature hedge and a bridleway, which crosses the A2070 and into Steeds Lane. Beyond this, the south and east is open countryside. The eastern edge of the site adjoins a section of the South Willesborough Dykes. The site is currently in agricultural use.

Critically, land on the northern side of the Brockman’s Lane is identified for residential development in this Local Plan in Policy S14 and the allocation of that site presents the opportunity to bring forward this additional area of land to achieve a comprehensive approach to the area and form part of the wider network of development and supporting infrastructure that could be well connected to adjoining development and services. Park Farm is well served by public transport via local bus services and there is a proposal for a rail halt station along the adjacent Ashford-
Hastings railway line. Development of this site should make provision for local bus services and contribute towards the provision of the Ashford-Hastings rail station if required.

The total site area is approximately 11 hectares but there are significant flooding constraints in the area that affect the southern and eastern parts around the South Willesborough Dykes and as a consequence the developable area in the north western areas of the site is approximately 5 hectares with a development capacity of 100 dwellings which reflects the net residential densities of the adjoining development at Bridgefield.

Designed and layout proposals must take account of the topography of the site. Dwellings should be orientated to enable overlooking and natural surveillance of any open areas. The development should be no more than 3 storeys in height due to the edge of countryside location, and 3 storeys would be most appropriate along the railway line edge, reflecting the Bridgefield scheme.

Access is proposed via Brockmans Lane, and it is recommend that as part of this development that the speed limit along Brockmans Lane is reduced to 40mph. The proposed development at the adjacent site (S14) indicates a proposed site access adjoining the existing controlled junction at Finn Farm Road and it is proposed that the development of the S14 site should investigate the potential to improve the overall junction arrangements in this vicinity. The development of this additional site will impact upon this junction and if deemed appropriate then it should make a proportionate contribution to junction improvements in this location.

There is a pedestrian connectivity constraint with regards to delivery of this site, which is that site should not come forward until the Park Farm South East (S14) is developed as there is no footway connection and no means of providing a footway connection until connections with Park Farm South East can be achieved. Therefore the council could not support this site coming forward in advance of S14. Furthermore, more thought needs to be given about bus provision and how the Park Farm South East site and this site will be served. A new service is likely to be required to serve these two sites due to the distance from the existing services at Park Farm East (Bridgefield).

Flood zone 2 and 3 covers the eastern and southern part of the site which is unsuitable for development but may provide opportunities for sustainable drainage solutions, and is also identified as potential future area for Green Corridor designation. The developable area outside of the flood constraints will need to be supported by a full flood risk assessment which should be carried out in consultation with the Environment Agency.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity.
in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S45 – Land South of Brockman's Lane, Bridgefield

The site to the south of Brockman’s Lane is proposed for residential development with an indicative capacity of 100 dwellings, to be delivered after completion of S14 site. Development proposals for this site shall:

a) Be designed and laid out to take account of the topography of the site. Dwellings should be orientated to enable overlooking and natural surveillance of open areas. The development should be no more than 3 storeys in height;

b) Be accessed from Brockman’s Lane. Potential contribution to junction improvements at Finn Farm Road if required;

c) Make provision for links to the public transport network including contributions to the rail station along the Ashford-Hastings railway line if required;

d) Provide new pedestrian and cycle routes throughout the development with linkages into the wider network and adjoining developments – emphasise pedestrian/cycle linkages to the adjoining site and network;

e) Provide generous landscaping along the southern edge, retain hedging along Brockman’s Lane and create a suitable and appropriate landscape buffer along the western edge adjoining the Ashford – Hastings railway line;

f) Facilitate and contribute to the proposed extension to the Green Corridor designation along the southern and eastern parts of the site;

g) Include a full flood risk assessment prepared in consultation with the Environment Agency;

h) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
Policy S46 - Chart Road (A28), Ashford

Key: New vehicular access  Pedestrian/Cycle access

This site is part of the former Ashford Hospital site in Kings Avenue, which was identified as a potential redevelopment opportunity in the Urban Sites and Infrastructure DPD adopted in 2012, and has been mostly redeveloped for residential use. This remaining part of the site, which adjoins Chart Road (A28) was initially retained as a potential site for a healthcare facility, however, it has now been determined that this use is not to be pursued, and therefore this area is now available for residential development. The site currently lies vacant with hoardings around its perimeter.
The site is located close to the town centre within a largely residential area, and at 0.8ha is therefore considered suitable for around 25 dwellings. The primary vehicular access should be from Chart Road, as shown on the policies map, and a connection to the footpath on Chart road with a formal pedestrian crossing facility across Chart Road is required. Pedestrian and cycle access should also be provided through to the new development of Kings Avenue, at the point shown on the policies map.

Given the character and appearance of the surrounding areas, a scheme of 2 - 3 storey buildings would be most appropriate here. The design and layout must take account of the residential amenity of neighbouring occupiers. Particular attention needs to be given to the topography of the site which slopes up from Chart Road towards the old hospital buildings and any potential impact on residents on the northern side of Chart Road. The site lies in close proximity to the Ashford-Maidstone railway line and the Channel Tunnel Rail Link. The potential noise impact of both will need to be taken into account in any detailed design and layout.

On the north-west corner of the site, there is a row of garages and an informal parking area which serve 20-33 Chart Road. The previous policy identified that this area could be redeveloped as part of the site and replacement parking facilities for those properties provided within the redevelopment. This is optional and should be considered in consultation with the homeowners.

Due to the close proximity of the new open space and play area in King’s Avenue, there will be no requirement to provide open space provision on site, but contributions to the maintenance of that facility will be sought.

Development of this site presents an opportunity to incorporate a sustainable drainage system that would contribute to managing surface water for the benefit of flood risk, water quality, biodiversity and amenity. This site has a sensitive groundwater setting and significant area of brownfield land. Contamination assessments will need to be carried out and drainage schemes will need to be sympathetic to the results to ensure no future risk to groundwater.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.
Policy S46 - Chart Road

The site in Chart Road is proposed for residential development with an indicative capacity of 25 dwellings. Development proposals for this site shall:

a) provide vehicular access from Chart Road;
b) provide an extension to the existing footways and create a formal pedestrian crossing facility across Chart Road;
c) provide a pedestrian/cycle access through to Kings Avenue;
d) have a design/layout appropriate for the site’s location adjacent to residential areas and addresses the possible noise impact from the railway and Channel Tunnel Rail Link;
e) provide replacement parking facilities for the residents of 23-33 Chart Road, if redevelopment is to include the current area which they are located; and,
f) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
A20 Corridor Sites

(MC90) Policy S47– Land east of Hothfield Mill, A20

This site is located along the A20, directly to the east of Hothfield Mill which is in operation as a mixed employment site. The A20 is a main transport route into Ashford and therefore by road the site is a short distance from the Town Centre and the nearby local centres within Eureka Park, Repton Park and Hothfield village.
The boundaries of the site are defined by mature established hedgerows. Of particular importance is the boundary of the detached property ‘Woodside’, which is located directly to the east of the site entrance on the A20. The isolated detached property is served from a layby which is used frequently as an informal lorry parking area.

To the east of the site is a small residential settlement located around Westwell Lane, Potters Corner and Sandyhurst Lane. These residential areas are a mixture of ribbon development and cul-de-sacs to the rear of them, and dwellings here are typically detached or semi-detached 2 storey properties.

Along the western boundary of the site beyond the Mill is an Ancient Woodland belt, which is protected by a Tree Preservation Order and prevents wider views of the site from the west. A Railway line and the M20 directly to the north of the site, disconnects it from the wider countryside and North Downs AONB.

The site is currently in agricultural use as two separate fields, the land is generally flat, although rises from lower ground around Hothfield Mill area and A20 frontage to the east and north, peaking in the centre of the site before declining again as it adjoins the Railway line. However, the AONB beyond the M20 to the north is much higher land and is prominent in the landscape from the north and eastern areas of the site.

The southern area of the site, between the Mill and ‘Woodside’ property on the A20 is suitable for residential development of up to 75 dwellings, a scale which is considered sustainable in this edge of town location. The indicative area for built development is shown on the Policies map. This part of the site is less visible in the wider landscape and is largely screened by the woodland belt on the west of the site, which can be extended. The developable area is around 4ha in size and therefore depending on the layout of development proposals, the overall density would be less than 20dph which is suitable on this countryside edge location and reflective of the nearby residential areas.

It is important that the eastern boundary is sensitively screened to mitigate any visual impact from new development. A lower residential density will be appropriate in this part of the site and a landscaping scheme that ‘breaks up’ the urban edge created by built development here will be necessary as it is visible to the properties in Westwell Lane and ‘Woodside’, and within the setting of the AONB. Design and layout must also take into consideration of the Listed Buildings within the adjoining Mill site. At present these are screened by mature trees, and these should be retained.

The primary vehicular access should be provided from a new access directly from the A20, as shown on the policies map, which will also require Highway improvements to accommodate a right turn lane into the new access. In addition, Highway improvements may be required with regards to the nearby layby, to ensure appropriate separation from the site access. The closure of this layby and a new
private access directly from the A20 to serve ‘Woodside’ could be provided. There may be options as to how this can be achieved and proposals for this would need to be consulted on with the relevant homeowners and Kent Highways, who have control of the layby and land up to the A20.

Due to the location of the site, there is no nearby provision of public open space or recreation, and therefore the site should provide an area of designated space within the proposal. There is also potential to connect the site by way of a new footway from the development, across the field to Westwell Lane.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S47 - Land East of Hothfield Mill, A20

The site to the east of Hothfield Mill, is proposed for residential development with an indicative capacity of 75 dwellings.

Development proposals for this site shall:

a) Be designed and laid out to take account of the residential amenity of the ‘Woodside’ property, and those that overlook the site in Westwell Lane. Particular attention needs to be given to the topography of the site, adjacent Listed buildings and the wider countryside and AONB settings. The development should be no more than 2 storeys in height;

b) Provide primary vehicular access from the A20 Ashford Road in the location indicated on the policies map, with the provision of a right turn lane on the A20, in accordance with Kent Highways recommendations;

c) Investigate the provision of a direct access to the property ‘Woodside’ from the A20, with closure of the current layby, in accordance with recommendations from Kent Highways, and in liaison with the property owners;

d) Provide appropriate landscaping on the eastern built boundary and retain and improve existing screening around the site boundaries;

e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;

f) Provide an area of public open space and play provision in accordance with guidance contained within the SPD;

g) Provide new pedestrian and cycle routes throughout the development with linkages into the wider network where possible, including Westwell Lane.
Policy S48 - Land to the rear of the Holiday Inn, Hothfield (A20)

The site is part of the wider conglomeration of development in the Tutt Hill, Hothfield area that is divided by the A20. There are two hotels and a pub/restaurant, a petrol filling station and small businesses in this vicinity which serve the local population. The site is approximately 1.5 miles distance from the village of Charing which has a range of local facilities and is one the most sustainable larger rural settlements in the Borough.

The site is located on land that lies to the rear of the Holiday Inn hotel at Hothfield. It is bounded by the A20 and the Holiday Inn hotel to the east and the M20 to the north. There is an unused area of land on the frontage to the A20 and the remainder of the site is in use as a landscape gardening/plant nursery with related commercial buildings. The site currently has a frontage onto a lay-by off the A20 that provides an
existing access to the current commercial use that occupies part of the site as well as linking directly to Ram Lane.

The whole site divides into three distinct sections that are developable that form part of the wider area of open land that lies to the rear of the Holiday Inn. The land adjoining the immediate frontage to the A20 lies in a dip and is lower lying that the wider area to the west and is considered to be suitable for development incorporating the access onto the A20. The area of land that adjoins existing development and Ram Lane is relatively well hidden from existing development and adjoins a central woodland area and is also considered to be suitable for development. The area immediately to the rear of the Holiday Inn hotel is part of the much wider area of open land to the west that rises up to adjoin the M20 motorway along its northern edge. The part of this site that lies to the rear of the Holiday Inn is considered to be suitable for development with the area to the west kept free from development to include significant landscape screening.

The site is 12 hectares in area and is suitable for 150 dwellings. Development of the site should be limited in terms of its western extent and impact on the more sensitive landscape and wider views from the west. The central woodland area should be retained and enhanced and improved where possible. Due to the close proximity of the site to the M20, the noise impact must be taken into consideration in design and layout with suitable landscaped buffers and acoustic protection.

The existing access arrangement into the site is unusual as the current access to the market garden/nursery business is from a lay-by off the A20. The lay by also gives direct access to Ram Lane which is a rural lane that runs along the southern edge of the site. The development of this site is the opportunity to resolve the access arrangements and it is proposed that access to the site will be directly from the A20.

The site includes the buildings of the current commercial operation of the landscape gardening/plant nursery and as part of the redevelopment of this area these will need to be relocated on a suitable alternative site.

The development should provide effective pedestrian and cycle routes within the development that link in to the wider network of routes adjoining the site and due to the location of the site, there is no nearby provision of public open space or recreation, and therefore the site should provide an area of designated space within the proposal.

Hothfield Common SSSI is situated within close proximity to this site and is already under considerable pressure from recreational use. Any development proposals in this location need to give careful consideration to potential additional recreational use of the common, and contributions towards appropriate mitigation measures will be required. These should include on-site provision of informal open space which meets additional recreation pressures such as dog walking. Development proposals must ensure that any mitigation or enhancement as a result of development reflects...
the local habitats and species, as outlined in the Biodiversity Opportunity Area (BOA) guidelines for the BOA of Mid Kent Greensand and Gault. Liaison with the Council and Kent Wildlife Trust will be necessary to ensure that appropriate measures are defined and delivered as part of the wider programme for the management of the SSSI.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S48 – Land rear of Holiday Inn, A20

The site to the rear of the Holiday Inn at Hothfield is proposed for residential development with an indicative capacity of 150 dwellings. Development proposals for the site shall:

a) Be designed and laid out to take account of the surrounding uses in particular the existing hotel and the M20 motorway;
b) Provide a primary vehicular access directly from the A20 Ashford Road, to eliminate the current lay by access arrangement whilst maintaining access to Ram Lane and the other commercial uses;
c) Provide significant landscaping screening on the north western edge of the site to limit the impact on the wider landscape and acoustic protection around the site boundaries;
d) Retain of the central tree belt;
e) Provide new pedestrian and cycle routes throughout the development with linkages into the wider network where possible;
h) Provide on site public open space and contributions to community facilities in accordance with guidance contained within Policy and SPD;
i) Ensure that any indirect impact on the Hothfield Common SSSI is suitably mitigated, including provision of on-site recreation space. Mitigation measures must reflect BOA guidelines and be addressed in consultation with Kent Wildlife Trust;
j) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;
f) Re-locate the current commercial buildings on the site to a suitable alternative location.
The site is located off the A20 at Tutt Hill. The site is bounded by the A20 in the east, the M20 to the north and the Ashford – Maidstone railway line forms the north eastern boundary of the site. and the rear of properties that front onto Westwell Lane. The site is secluded from the A20, is relatively self contained and is currently in the ownership of Oakover Nurseries.

The site adjoins a pub/restaurant in the southern corner of the site and the property known as the Banyan Retreat that also fronts onto the A20 to the west of the site and has a boundary to the site of substantial mature plating.

The site is part of the wider area of development in the Tutt Hill, Hothfield area that is divided by the A20. There are two hotels and a pub/restaurant, a petrol filling station and small businesses in this vicinity which serve the local population. The site is approximately 1.5miles distance from the village of Charing which has a good range of local facilities and is one the most sustainable larger rural settlements in the Borough.
The site is currently is used as a landscape gardening/plant nursery and the site is in a significant dip in the landscape that helps to seclude the site from the adjoining A20.

The site area is just under 6 hectares and is considered suitable for a development of up to 75 dwellings. There is already substantial planting around the boundary of the adjoining property known as the Banyan Retreat and this should be retained in any development on the site.

There are a number of properties along Westwell Lane along the south eastern boundary of the site. The proposed development area retains the existing boundaries to the rear of those properties that will be an effective buffer for the new development.

The CTRL and the M20 adjoin the site to the north and there should be effective noise attenuation measures put in place to mitigate any impact in this part of the site. The primary vehicular access should be from the A20 as indicated on the Policies Map.

The development should provide effective pedestrian and cycle routes within the development that link in to the wider network of routes adjoining the site and due to the location of the site, there is no nearby provision of public open space or recreation, and therefore the site should provide an area of designated space within the proposal.

Hothfield Common SSSI is situated within close proximity to this site and is already under considerable pressure from recreational use. Any development proposals in this location need to give careful consideration to potential additional recreational use of the common, and contributions towards appropriate mitigation measures will be required. These should include on-site provision of informal open space which meets additional recreation pressures such as dog walking. Development proposals must ensure that any mitigation or enhancement as a result of development reflects the local habitats and species, as outlined in the Biodiversity Opportunity Area (BOA) guidelines for the BOA of Mid Kent Greensand and Gault. Liaison with the Council and Kent Wildlife Trust will be necessary to ensure that appropriate measures are defined and delivered as part of the wider programme for the management of the SSSI.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.
Policy S49 - Land at Tutt Hill, A20

The site to the rear of Westwell Lane at Tutt Hill is proposed for residential development with an indicative capacity of 75 dwellings. Development proposals for this site shall:

a. Be designed and laid out to take account of the residential amenity of neighbouring occupiers. Particular attention needs to be given to the topography of the site. The development should be no more than 2-3 storeys in height;

b. Provide primary vehicular access from the A20 Ashford Road in the location indicated on the policies map;

c. Provide appropriate soft landscaping on boundary with adjoining properties and retain and improve screening to existing properties where possible;

d. Provide new pedestrian and cycle routes throughout the development with linkages into the wider network where possible;

e. Provide effective noise attenuation measures in the part of the site that adjoins the M20 and the CTRL railway line in the north;

f. Provide on site public open space and contributions to community facilities in accordance with guidance contained within Policy and SPD;

g. Ensure that any indirect impact on the Hothfield Common SSSI is suitably mitigated, including provision of on-site recreation space. Mitigation measures must reflect BOA guidelines and be addressed in consultation with Kent Wildlife Trust;

h. Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
This site is located between the M20 motorway to the south and the A20 to the north. It is currently in operation as a charitable, partly on-site residential, school; The Caldecott Foundation. Planned future changes to the operations of the charity will release a number of parcels of brownfield land within the site, which are currently used as the on-site residential elements. The day school facility buildings and grounds within the east of the site will remain.

The site is accessed from the A20, which is a key transport route into Ashford. The site is a short distance from the nearby local centres within Willesborough and the villages of Smeeth/Brabourne and Mersham. There is also an entrance to the site from Station Road on the eastern boundary.
Currently within the site are a number of buildings associated with the current use which are detached residential buildings within large curtilages, mostly situated around the western area of the site, most notably within the site boundary is the main building located on the A20 frontage.

It is considered that these previously developed areas of the site are suitable to be redeveloped for residential use for an indicative capacity of 50 dwellings. These broad areas are shown on the policies map and total around 3 hectares in size. Residential development of the site would be around 16dph, which is considered suitable in this edge of settlement location.

There are opportunities to extend built development into the area east of the main building, which is currently in operation as a storage yard facility. However, development of the eastern and southern areas of the site must have regard to the residential amenity of the four large detached residential properties located adjacent to the site boundary, and the school buildings and grounds which will remain to the east.

The existing buildings within the site that are used for residential purposes would not need to be retained, with the exception of the large building located on the A20 frontage, which although not listed, is significant in terms of local heritage interest and should be retained and redeveloped as part of the overall scheme if this can be achieved. This may impact on the overall site capacity and densities, but should be considered in the master planning and design and layout proposals.

It will also be important that the eastern boundary is sensitively developed to mitigate any visual impact from new development from Station Road. A lower residential density will be appropriate in this part of the site and a landscaping scheme that ‘breaks up’ the urban edge created by built development here will be necessary.

The site is well contained within the wider landscape and the site is relatively level. It contains a large amount of mature trees around the boundaries and within the site curtilage itself, which creates a secluded, parkland character and setting. Along the north western boundary of the site, adjacent to the A20 access in an area of long established woodland and a smaller pocket of trees which is protected by a Tree Preservation Order on the western edge. Trees, particularly those deemed to be of significance must be retained within the development proposals. An arboriculture and landscape survey will be required.

Preferred vehicular access to the site is from Station Road as shown on the policies map, and this may require some on-site adjustments to the school car parking area to ensure that the school retains a separate access. There is also potential for vehicular access to remain directly from the A20, but this will dependent on a Highways Assessment. It is possible that improvements to accommodate a right turn lane, improved visibility splays, pedestrian crossings and/or speed reductions may
be required on the A20. There will be options as to how this can be achieved and liaison with Kent Highways is recommended.

Due to the close proximity of the site to the M20 and A20, the noise impact of both must be taken into consideration in design and layout with suitable landscaped buffers and acoustic protection.

Due to the location of the site, there is no nearby provision of public open space or recreation, and therefore the site should provide areas of designated space within the proposals.

A detailed masterplan will be required which addresses all the issues raised above and provides a comprehensive layout which is considered suitable for the new development and the school.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

**Policy S50 - Land at Caldecott, A20**

The site at Caldecott is proposed for residential development with an indicative capacity of 50 dwellings.

Development proposals for this site shall be presented within a detailed masterplan which includes the following:

- a) Retain and redevelop the main building of local historic importance where possible;
- b) Provide an arboriculture and landscape survey and incorporate important trees within the design and layout where possible, and retain the woodland areas on the site boundaries;
- c) Be designed and laid out to take account of the residential amenity of the nearby residential properties and school building and grounds;
- d) Provide primary vehicular access from Station Road, and retain a separate access for the school or/and an access from the A20 in the locations indicated on the policies map, in addition to highway improvements in accordance with Kent Highways recommendations and requirements;
- e) Provide appropriate landscaping on the eastern built boundary and retain and improve existing screening/ acoustic protection around the site boundaries;
- f) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;
- g) Provide public open space provision in accordance with guidance contained within the SPD.
Rural Areas

(MC94) Policy S51 – Aldington, Land north of Church View

This site is located on the north eastern entrance to Aldington village, adjoining the small cul-de-sac of Church View. On the opposite side of Goldwell Lane are the former surgery, the Aldington Eco Centre, and 5 terraced houses in Goldwell Close. The site is located in close proximity to the village hall/recreation field and Primary School, and a number of other local services in the village centre.

The topography and landscape setting of the site is significant, as Aldington sits on top of the Greensand Ridge, and the North Downs Frame views to the north. This site is part of a larger agricultural field which slopes down from the Roman Road and existing linear housing development which is located along its frontage, to the north and east, before inclining again towards Aldington Church in the east.

From within the site, and from Goldwell Lane itself, there are long and important views of the Grade I listed Aldington Church, Court Lodge Farm and the remains of the Archbishops’ Palace which are also listed. Situated 1km away from the village to
the east, this cluster of listed buildings is included within a Conservation Area designation, and together forms an important heritage asset and a key feature in the landscape as it sits prominently on higher ground. For these reasons, it is concluded that only single depth, frontage development is suitable in this location to enable retention of these key vistas and protection of the wider landscape character. At around 0.35ha, the site is considered suitable for up to 10 dwellings. Given the landscape character and vistas of the heritage assets, only single or two storey buildings would be appropriate here.

There is a PRoW located along the northern edge of the site which must be retained and if possible enhanced, in collaboration with the development of Site S52. The important views from this footpath towards the site, and across the Greensand Ridgeway towards the church, must be retained by providing gaps in the built frontage and any screening that should also be provided to lessen the visual impact of the development from this wider setting. The design and layout must also take account of the residential amenity of neighbouring occupiers in Goldwell Close and Church View.

There is currently an agricultural vehicle access on the northern part of the site in Goldwell Lane, however it is recommended that a new vehicle access is created for the development in the southern area, at the point shown on the policies map.

The boundary between the site and the road frontage is currently defined by an established mature hedgerow, and to preserve the existing character it is proposed that this be retained within the development layout where possible. It is suggested that a set back layout similar to that of the adjacent Church View development would achieve this aim.

Due to the close proximity of the village’s public open space and equipped play area to the site, no on-site provision is required as part of this development, but there are opportunities through financial contributions to provide enhancements for these areas. A footpath connection must be made to the local network.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.
POLICY S51 – Aldington - Land north of Church View

The site is proposed for residential development of up to 10 dwellings. Development proposals for this site shall:

a) Be designed and laid out in such a way as to conserve the mature hedgerow along the road frontage if possible, retain gaps in the built frontage of the site to preserve views and vistas through the site to the heritage assets and also consider the wider landscape settings, the topography of the site and Greensand Ridge location. Dwellings should be a maximum of 2 storeys in height;

b) Retain and enhance the PRoW adjoining the site;

c) Provide vehicle access from Goldwell Lane, as shown on the policies map, and pedestrian footways to connect to the village centre and the local services;

d) Provide a soft landscaped boundary along the eastern and northern edges of the site, which should include mature tree planting in places to lessen the visual impact of the development on the wider landscape, but also enable the longer views to be retained towards the heritage assets cluster around the church;

e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.

f) Provide contributions towards the enhancement or maintenance of the nearby public open space and equipped play area provision.
This site is located on the north eastern entrance to the village of Aldington and is currently agricultural fields situated between a site allocated for residential development (policy S51) to the south, and Goldwell Manor Farm to the north. The area of Goldwell Manor Farm adjoining the site is in operation as a small rural business park, Goldwell Court.

On the opposite side of Goldwell Lane is the former surgery, now an Osteopathy clinic, and the Aldington Eco Centre. The site is located in close proximity to the village hall/recreation field and Primary School, and a number of other local services in the village centre. The site is currently in use as a paddock.

The topography and landscape setting of the site is significant, as Aldington sits on top of the Greensand Ridge, and the North Downs Frame views to the north. From within the site, and from Goldwell Lane, there are long and important views of the Grade I listed Aldington Church, Court Lodge Farm and the remains of the Archbishops Palace which are also listed. Situated 1km away from the village to the east, this cluster of listed buildings is included within a Conservation Area designation, and together forms an important heritage asset and a key feature in the
landscape as it is located prominently on higher ground. For these reasons, it is concluded that only single depth, frontage development is suitable in this location to enable retention of these key vistas and protection of the wider landscape character.

At around 0.8ha, the site is suitable for up to 20 dwellings, depending on design and layout. Given the landscape character and vistas of the heritage assets, only single or two storey buildings would be appropriate here. There is a PRoW located along the southern edge of the site which must be retained and if possible enhanced, in collaboration with the development of Site S51. The important views from this footpath towards the site, and across the Greensand Ridgeway towards the church, must be retained by providing gaps in the built frontage and any screening that should also be provided to lessen the visual impact of the development from this wider setting.

There is currently an agricultural vehicle access on the northern area of the site in Goldwell Lane, however it is recommended that a new vehicle access is created for the development in the south, at the point shown on the policies map. This would ensure the access is located within the 30mph zone.

The boundary between the site and most of the road frontage is currently defined by an established mature hedgerow, and to preserve the existing character it is recommended that this be retained within the development layout where possible. It is suggested that a set back layout similar to that of the nearby Church View development would achieve this aim.

Due to the close proximity to the village public open space and equipped play area from the site, no on-site provision is required as part of this development, but there are opportunities through financial contributions to provide enhancements to this area. A footpath connection to the existing footways along Goldwell Lane must be provided.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.
POLICY S52 – Aldington - Land south of Goldwell Manor Farm

The site in south of Goldwell Court is proposed for residential development of up to 20 dwellings. Development proposals for this site shall:

a) Be designed and laid out in such a way as to conserve the mature hedgerow along the road frontage if possible, retain gaps in the built frontage to preserve views and vistas through the site to the heritage assets and also consider the wider landscape settings, the topography of the site and Greensand Ridge location. Dwellings should be a maximum of 2 storeys in height;

b) Retain and enhance the PRoW adjoining the site;

c) Provide vehicle access from Goldwell Lane, as shown on the policies map, and pedestrian footways to connect to the village centre and the local services;

d) Provide a soft landscaped boundary along the eastern and northern edges of the site, which should include mature tree planting in places to lessen the visual impact of the development on the wider landscape, but also enable the longer views to be retained towards the heritage assets cluster around the church;

e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;

f) Provide contributions towards the enhancement or maintenance of the nearby public open space and equipped play area provision.
The site is located within the village of Brook, at the corner of Nat’s Lane and The Street and is currently in use as agricultural land. It abuts the open countryside to the north and east, and to the south west of the site is a row of detached dwellings set within generous gardens. To the North West is agricultural land, and running along the north eastern boundary is land owned by South East Water which contains a pumping station adjacent to the nearby brook. Beyond this watercourse is the Wye and Crundale Downs Saxon Shore SSSI. The Street, edged by mature hedgerow, forms the south eastern boundary of the site. The site gently slopes from west to east.

The site is located within the North Kent Downs Area of Outstanding Natural Beauty and has views of the surrounding countryside. Therefore any development on this site must respect the landscape setting and at around 1.2 hectares in size the site
can accommodate up to 10 dwellings at a low density of around 8 dwellings per hectare, which is considered suitable in this context. Development proposals should also seek to retain and enhance existing mature hedgerows to the north east of the site, as well mitigate any impact it might have on the landscape setting through the use of edge of site screening and landscaping within the site.

A very narrow strip of the north western edge of the site falls within Flood Zone 3 and it is therefore unlikely that development in this part of the site would be acceptable but a full flood risk assessment will need to be carried out in consultation with the Environment Agency.

Access to the site should be from The Street, as shown on the policies map, and any proposal should consider the need for suitable visibility from the site entrance along the highway. This site would particularly benefit from improved pedestrian provision on this side of The Street.

Adjacent to the west of the site is a detached listed building. Particular care should be taken to preserve the setting of the adjacent listed building and to respect the openness of this edge of village site. The scale and density of any development on this site must reflect its surroundings.

The Wye and Crundale Downs SAC is located immediately to the north of the village of Brook. All applications for the development of this site should therefore include an Environmental Impact Assessment study demonstrating how the proposals will effect upon the integrity of the biodiversity of this designated environment and the Wye and Crundale Downs SSSI which adjoins the site. Development that will have an adverse effect on the integrity of these designated sites will not be permitted. Opportunities to incorporate and enhance biodiversity will be encouraged. In particular, development should take opportunities to help connect and improve the wider ecological networks in this area and to mitigate against any potential increase in recreational pressure that may arise from the development of this site.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.
Policy S53 – Brook, Nat’s Lane

Land at Nat’s Lane is allocated for up to 10 dwellings. Development proposals on this site should:

a) Be designed and laid out in such a way as to preserve the Area of Outstanding Natural Beauty. Any proposal should pay particular attention to landscaping of the edges of the site as well as internally;

b) Limit dwellings to two storeys in height in order to protect character of the surrounding area;

c) Be designed and laid out in such a way as to preserve the setting of surrounding heritage assets, and to reflect the character of the broader built environment;

d) Provide primary vehicle access from The Street and provision of improved pedestrian links;

e) Be accompanied by a full flood risk assessment that has been prepared in consultation with the Environment Agency;

f) Provide an Environmental Impact Assessment Study to address any potential adverse impacts of the proposals on the biodiversity of the Wye and Crundale SAC and SSSI and how they can be avoided or mitigated;

g) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
The site is located to the north of the A232 on the northern edge of the village of Challock. It is a level agricultural field bounded to the south by housing, to the west by woodland, to the east by residential curtilage and to the north by agricultural land. To the north west of the site lies a commercial unit, which is served by an access track that traverses the site from north to south which will need to be retained. A public right of way (PRoW) runs adjacent to the western boundary of the site. The site is within the AONB and abuts Carpet Wood to the west which is a designated Ancient Woodland, and which provides natural screening and habitat. The plot to the south of the site has recently been developed and contains six large dwelling houses arranged in a compact formation. The wider area is residential in nature, and properties along the A252 are predominantly spaced generously with substantial gardens.

At 1.85 hectares in size, the site is considered suitable for up to 15 dwellings, depending upon their size and layout. An approximate density of around 8 dwellings per hectare is reflective of this site’s location and surroundings, and takes into
account the proximity of the Ancient Woodland and the sites setting within the AONB.

Given the sites location within the AONB, the well-spaced character of the adjoining dwellings and mature gardens surrounding the site, particular attention needs to be given to the landscaping of the site. Dwellings should be limited to two-storey in height to prevent a prominent visual edge to the village. Existing hedging to the north and east of the site should be retained. The built footprint of the development on this site needs to be carefully planned, and particular regard should be given to the close proximity of the site to the adjacent Ancient Woodland, and to the TPO to the south east of the site.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S54 – Challock, Land at Clockhouse

The site at Clockhouse is proposed for residential development for up to 15 dwellings:

Development proposals for this site shall:

a) Be designed and laid out in such a way as to preserve the character of the AONB and this edge of settlement area, paying particular attention to the well-spaced nature of nearby development;
b) Dwellings should be limited to two storeys in height in order to protect character of the surrounding area.
c) The built footprint of any proposed development should be laid out so as to ensure the protection of the adjacent Carpet Wood ancient woodland.
d) Retain and enhance the hedge and tree boundaries around the site, particularly where these abut the open countryside;
e) Provide primary vehicle access off the track known as Old Clockhouse Green and retain vehicular access to the commercial unit to the north; and
f) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
This site lies immediately west of the recently completed Poppyfields development in Charing village. It is bounded to the north by the A20 and existing development that fronts onto the A20. The site also adjoins the existing allocation at S28 which also fronts onto the A20. To the south the site boundary is formed by the Ashford – Maidstone railway line.

The site is currently open agricultural land that rises up towards the west and Hook Lane. There are a number of individual trees and hedgerows that form the boundary with the Poppyfields development but there are few other features on the site. To the north of the site, beyond the route of the A20 the land rises up significantly into open countryside and the North Downs escarpment. The alignment of the A20 is the boundary of the North Downs AONB.

Development in this location would be a continuation of Charing’s existing built form and would not encroach into the more visually sensitive areas to the north and east of the village. The site is approximately 11 hectares in area and is proposed for development of up to 180 dwellings. This would result in an approximate density of
16dph, which is considered suitable on this countryside edge location. A mix of
dwelling types of two storeys is proposed. Proposals should reflect the design
guidelines set out in the Charing Parish Design Statement.

The approach into the village of Charing along the A20 from the west is an important
entrance to the village and the development of the site presents the opportunity to
establish a clear edge on this western boundary with suitable boundary treatment of
planting and landscaping adjoin lower density development on this western edge. In
addition there are existing tree and hedge boundary between this site and
Poppyfields and this should be retained and enhanced as part of this development.

There are a number of options to access the site directly from the A20 along the
northern edge of the site which could be in co-ordination with the access to the
adjoining S28 site allocation. There is no vehicular access into the adjacent
Poppyfields development but there is the opportunity to create pedestrian and cycle
access into this development that can link into the wider network connecting with the
village and the other footpaths in the area.

Charing is a large village with a good range of local facilities and there has been a
number of new residential developments in recent years that have been completed
that have made a contribution to he improvement to local facilities The scale of
development proposed on this site is significant in a village context and it is therefore
particularly important that the scheme makes an appropriate contribution to the
facilities of the village so as to cater for the additional demand generated. The scale
of such a contribution will be negotiated with the Borough Council (in consultation
with the Parish Council).

Southern Water’s assessment has revealed that additional sewerage infrastructure
would be required to serve the proposed development. The development will
therefore be required to make a connection to the nearest point of adequate capacity
in the sewerage network. Early liaison should take place with the service provider in
this regard.
Policy S55 – Charing, Land adjacent to Poppyfields

Land to the west of the Poppyfields development is proposed for residential development for an indicative capacity of 180 dwellings. Development proposals for the site shall:

a) Be designed and laid out in such a way as to integrate the development into the existing settlement, with particular attention given to the topography of the site, taking into account design guidance set out in the Charing Parish Design Statement and impact upon the adjoining AONB. The development should take account of the residential amenity of neighbouring occupiers;
b) Create an appropriate soft landscaped northern and western edge to the development to establish a clear western edge to the development with substantial boundary planting;
c) Retain and enhance the current hedge and tree boundaries between the site and the Poppyfields development;
d) Be accessed directly from the A20;
e) Provide new pedestrian and cycle routes throughout the development to connect with the adjoining Poppyfields development and to existing adjacent PRoW;
f) Provide an appropriate contribution towards the provision, management and maintenance of related community facilities and infrastructure;
g) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
The site is located on the South west of the settlement of Chilham, on Branch Road, a rural entrance road to the village from the A28. The site wraps to the south of a 2-storey single residential property of Harvest House and is currently garden land associated with this property. To the north of Harvest House is a single storey building, in use as the village GP surgery. Opposite the site to the east of Branch Road is a small cul-de-sac of detached houses, Arden Grange, and the village sports and recreation ground which includes an indoor hall, outdoor facilities and a children’s equipped play area with a large car park. To the north is the built residential area of the settlement, with the site adjoing the rear gardens of properties in Hambrook Lane.

This site has been identified as a suitable location, on the edge of a large village, for a small residential development of up to 10 dwellings, whilst also being able to
improve the current problem of on-street parking associated with the GP surgery with the provision of a new parking area within the site. The parking area will provide a minimum of 5 spaces, in addition to retaining existing spaces located at the front of surgery. However, these existing spaces could be relocated within the new parking area.

The vehicle access for the new residential area should be located on Branch Road, as shown on the policy map. Access to the GP surgery and new parking area, will remain in the current location.

The whole settlement lies within the designated Kent Downs Area of Outstanding Natural Beauty (AONB), and therefore development proposals for this site must conserve the natural beauty of the landscape. The boundary of the site along Branch Road is defined by a mature and maintained hedgerow and trees and there are a number of mature trees on the southern boundary of the site, within the site and a small woodland area on the land parcel to the west of the site. Therefore the site is reasonably well screened from the wider setting.

As Branch Road is a key rural entrance road to the settlement, the trees and natural features must be retained within the proposal and the current gaps in the tree boundary on the southern edge should be planted to enhance the screening and lessen the visibility of the new development from the south, where the site is visible from the busy A28.

The village of Chilham is particularly important in heritage terms as it contains Chilham Castle and a large number of Listed Buildings within a Conservation Area which covers most of the settlement. This site is a located within the Conservation Area on its eastern edge, and there are two semi-detached properties adjoining the North West corner of the site which are Grade II Listed (Hatfield Lodge and Hatfield House). Development proposals for this site must ensure that the setting of these heritage assets is conserved.

The developable area of the site, after providing GP surgery parking area and retaining a curtilage for Harvest House, is around 0.6ha, and therefore residential development would result in a maximum density of 17dph, which is appropriate and suitable with regards to the AONB and Conservation Area location and reflects local character and density. Given the character and appearance of these surrounding areas, a scheme of 2 storey buildings would be most appropriate here. The design and layout must take account of the residential amenity of neighbouring occupiers and be guided by the principles set out in the Chilham Village Design Statement.

Due to the close proximity of the village recreation ground, on-site provision of public open space will not be expected but appropriate contributions towards the management, maintenance and enhancement of the village recreation ground provision will be sought. Enhancements to the pedestrian access around the area
through the creation traffic calming measures along Branch Road, should also be explored in consultation with Kent Highways.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

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**Policy S56 - Chilham, Branch Road**

Land at Branch Road is proposed for residential development for up to 10 dwellings. Development proposals for this site shall:

a) Provide a car park of a minimum of 5 additional spaces for the use of the GP surgery;

b) Be designed and laid out in such a way as to protect and conserve the character and setting of the village Conservation Area and the residential amenity of neighbouring dwellings, particularly listed buildings, whilst also taking into account the guidance in the Chilham Village Design Statement;

c) Provide primary vehicle access to the residential area on Branch Road, as shown on the policies map and retain the current access for the GP surgery and associated parking;

d) Include the provision footpaths and/or traffic calming measures in Branch Road, in accordance with the recommendations of Kent Highways;

e) Retain and enhance the hedge and tree boundaries within and around the site, and make enhancements to the southern boundary ensuring the setting of the AONB is preserved and the development is well screened from the wider area;

f) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
The site, although located within Warehorne Parish boundary, is situated to the west of the built up part of the village of Hamstreet and lies along the northern edge of Warehorne Road. It is bounded by the A2070 on its western edge, the Ashford - Hastings railway line on the eastern edge, and a ditch and sewage treatment works on the north east. Beyond the railway line is residential development marking the edge of Hamstreet’s built up area.

The landscape surrounding the site is characterised by a mix of rolling agricultural fields and urban infrastructure. The boundary with Warehorne Road, the A2070, and the railway line, are defined by mature hedgerows which limit visibility of the site. There is currently no built development on the northern side of Warehorne Road in this location, but there is a small amount of housing opposite the site which consists of 2 rows of terraced cottages. The site is currently part of a larger field, used for grazing, and the topography of the land rises from east to west.

The site, being close to the built up edge of Hamstreet, is within easy walking distance of a range of services as well as transport links including Hamstreet Station. Vehicular access to the site would be from Warehorne Road however there are off site constraints, particularly pedestrian accessibility along Warehorne Road, which must be addressed before the site can be commenced.
A small part of the eastern area of the site lies within Flood Zones 2 and 3 and therefore it is unlikely that development in this part of the site would be acceptable; however a full flood risk assessment would need to be carried out in consultation with the Environment Agency.

At 3.0 hectares in size the site is considered suitable for approximately 50 dwellings. This would result in a density of around 17 dph, which is reflective of the edge of a settlement location of the site, and takes into account flooding constraints. Given this edge of settlement location, the character and appearance of the surrounding areas and varying topography of the site, a scheme of 2-3 storey buildings would be most appropriate here. The design and layout must take account of the amenity of nearby residents and the occupiers of the site, given its close proximity to the sewage works, A2070 and railway line.

Hamstreet is a large village with a good range of local facilities and there have been a number of new residential developments in recent years that have been completed that have made a contribution to the improvement to local facilities. The scale of development proposed on this site is significant in a village context and it is therefore particularly important that the scheme makes an appropriate contribution to the facilities of the village so as to cater for the additional demand generated. The scale of such a contribution will be negotiated with the Borough Council (in consultation with the two relevant Parish Councils).

The northern extent of the Dungeness, Romney Marsh and Rye Bay Ramsar site lies to the south of the site in the vicinity of the Royal Military Canal. All applications for the development of this site should therefore include an Environmental Impact Assessment study demonstrating how the proposals will effect upon the integrity of the biodiversity of this designated wildlife environment area. Development that will have an adverse effect on the integrity of this designated site will not be permitted. Opportunities to incorporate and enhance biodiversity will be encouraged. In particular, development should take opportunities to help connect and improve the wider ecological networks in this area and to mitigate against any potential increase in recreational pressure that may arise from the development of this site.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.
Policy S57 – Hamstreet, Warehorne Road

The site at Warehorne Road is proposed for residential development with an indicative capacity of 50 dwellings. Development proposals for this site shall:

a. Be designed and laid out in such a way as to protect the character and setting of the site, paying particular attention to the frontage on Warehorne Road, the topography of the site and the sites relationship with agricultural land to the north;

b. The site should be designed and laid out so as to protect the amenity of those living within the new development, paying particular attention to adjacent transport uses and the nearby sewage treatment works;

c. Primary vehicle access shall be from Warehorne Road and any proposal shall consider the need to make improvements to the highway to facilitate safe vehicle and pedestrian movement;

d. Include a comprehensive landscaping scheme that seeks to make provision for the retention and enhancement of existing natural features within the site. In addition, proposed new landscaping should provide generous soft landscaping along the northern edge of the site in order to lessen its visual impact;

e. Retain and enhance the current hedge boundaries fronting Warehorne Road;

f. Be accompanied by a full flood risk assessment that has been prepared in consultation with the Environment Agency. The development shall be laid out to ensure that the built footprint avoids the flood zones;

g. Provide an appropriate contribution towards the provision, management and maintenance of related community facilities and infrastructure;

h. Provide new pedestrian and cycle routes throughout the development to connect with the adjoining development and to improve links to the existing built up part of the village;

i. Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;

j. Provide an Environmental Impact Assessment Study to address any potential adverse impacts of the proposals on the biodiversity of the Dungeness, Romney Marsh and Rye Bay Ramsar site and how they can be avoided or mitigated.
(MC101) Policy S58 - High Halden (A28) – Stevenson Brothers

This level site occupies land adjacent to the A28 Ashford Road and lies approximately mid-way between the settlements of Bethersden and High Halden. The south, west and east of the site are bounded by agricultural land, and the north by dwelling houses and the A28. Further to the west, approximately 70m from the site, is a residential development known as The Martins. Beyond the A28 to the north is a grade II listed pair of semi-detached cottages. Dwellings fronting the A28 are generally set back from the highway with generous front gardens.

The north of the site is occupied by a former petrol filling station forecourt with associated buildings, a small in-use workshop, and a small freestanding single storey retail unit. The workshop is currently in use by Stevenson Brothers and surrounding these uses is hard standing. The workshop and former petrol station
uses have the potential to generate land contamination, and therefore any proposal on this site shall be accompanied by a contamination assessment as well as proposed mitigation measures.

The east of the site contains a collection of small agricultural buildings associated with Linden Farm, and the remainder of the site is in agricultural use. Access to the site is direct from the A28 which offers good visibility on this relatively straight stretch of highway. Mature trees and hedgerow edge the west and southern boundaries of the site and a ditch runs through the site from north to south, dissecting the natural pond in the centre of the site. Public Right of Way footpath AT158 traverses the site, connecting the A28 with footpath AT167.

The gross site area is approximately 3.5 hectares; however this includes the pond within the centre of the site. Given its rural location and the spacious layout of nearby developments, the site is considered suitable for around 50 dwellings, depending upon the size and layout. This would result in an approximate density of 14.3 dph is reflective of the site location and its surroundings.

Given the character of surrounding uses and buildings, a scheme of 2 storey buildings would be post appropriate here. The design and layout of any proposal must take account of the rural character of the area, and should respect established building lines along the A28. Redevelopment on this site offers the opportunity to improve its appearance through the removal of the disused forecourt, and any proposal must seek to capitalise on this opportunity and enhance the setting of the adjacent listed building.

Within the site provision should be made for the retention of existing landscape. Proposals for development should be accompanied by a detailed landscaping scheme which pays particular attention to retaining and enhancing natural boundary features such as mature trees and hedges. A landscaping scheme should also propose suitable natural screening where not currently present and where the site abuts the open countryside. Due to the location of the site, there is no nearby provision of public open space or recreation, and therefore the site should provide an area of designated space within the proposal.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.
Policy S58 – High Halden (A28), Stevenson Brothers

The site at Stevenson Brothers is proposed for residential development for an indicative capacity of 50 dwellings. Development proposals for this site shall:

a. Be designed and laid out to take account of the rural character of the area and the surrounding building layouts. Particular attention should be given to the enhancement of the setting of the Listed Building adjacent to the site. The development should be no more than 2 storeys in height;

b. Include a comprehensive landscaping scheme that seeks to make provision for the retention and enhancement of existing natural features within the site. In addition, proposed new landscaping should provide generous soft landscaping along the western edge of the site in order to lessen its visual impact;

c. Ensure that land contamination issues are assessed and satisfactorily resolved or mitigated;

d. Be accessed directly from the A28, as shown on the policies map;

e. Provide suitable public open space and facilities within the development;

f. Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
This site is located immediately adjoining the northernmost part of the built up part of the village of Mersham, on The Street, one of the main entrance roads into the village from the A20. To the north of the site is open fields, which are then dissected from the wider area by the M20 motorway and the A20. To the south is the residential edge of the settlement, and the south western corner adjoins a recreation field which is accessed from Glebelands cul-de-sac.

The site is currently an enclosed field bounding the entrance to a small cul-de-sac of housing, Old Rectory Close, which consists of 7 large detached properties, and wraps around to the rear of and to the side of Glebe House, a Grade II listed building located on the frontage of The Street. The site and the relatively new 7 properties once formed a paddock relating to Glebe House. There is an open space area on the left side of the road entrance which contains a flagpole but is mainly mature trees and hedgerows, limiting views into the site and the existing housing in the close from the main road.
The site is considered suitable for up to 15 dwellings. The developable area of the site, taking into account the existing trees and ponds, is around 1ha, and therefore residential development would result in a low maximum density of 15dph, which is appropriate and suitable with regards to the Conservation Area location and reflects local character and density. The access to the site should be from Old Rectory Close, as shown on the policies map.

Along the north-east boundary of the site runs a drain as well as two ponds bounded by mature trees. The pond at the site’s eastern boundary, adjoining the road, is substantial, and there are other ponds in the surrounding landscape.

The site is located within the Mersham Conservation Area, and in addition to the neighbouring Glebe House, there are a number of other significant heritage assets in the immediate location, including the Grade II* Listed ‘Newhouse’, which is a substantial property located on the opposite side of The Street. In addition there are further associated assets of Gardeners Cottage and the original Garden Walls which are both Grade II Listed. However, there is already significant screening with mature trees and hedgerows between the site and these heritage assets, which must be retained and enhanced where possible. Development proposals for this site must ensure that the setting of these heritage assets is conserved.

Given the character and appearance of the surrounding areas, countryside edge, Conservation Area location and the setting of the nearby Listed Buildings, a scheme of 2 storey buildings would be most appropriate here. The design and layout must take account of the residential amenity of neighbouring occupiers, and minimise views of the development with improved landscape screening, in addition to ensuring that the trees and ponds are retained within the layout of the development to create ecological corridors.

Due to the close proximity of the village recreation ground, on-site provision of public open space will not be expected but appropriate contributions towards the management, maintenance and enhancement of the village recreation ground provision will be sought. There is an opportunity to create an informal footpath access to the adjoining recreation field which should be explored and connections to footpaths and cycleways provided which link to the local network.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.
Policy S59 – Mersham, Land at Old Rectory Close

The site at Old Rectory Close is proposed for residential development of up to 15 dwellings. Development proposals for this site shall:

a) Be laid out to complement and not detract from the setting of the listed buildings adjacent to and nearby the site and conserve the setting of the Conservation Area within which it is located;
b) Be designed and laid out to take account of the residential amenity of neighbouring occupiers. Layout should take account of surrounding areas, marking a transition between open countryside and rural settlement;
c) Provide primary vehicle access on to the Old Rectory Close, as shown on the policies map;
d) Retain mature trees on site, incorporating these into a coherent overall landscape design;
e) Provide new pedestrian and cycle routes throughout the development and connections to existing rural routes and local services; in particular provide an access through the site to the adjacent playing fields;
f) Retain the on-side ponds integrated into a coherent landscaping scheme that maintains and enhances ensure habitat connectivity to the wider area for biodiversity benefit;
g) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
Key: Indicative Development area  Access Road

This site is located on the A28, Ashford Road, on the northern entrance to the built up settlement of St.Michaels. The settlement of St.Michaels contains a number of local services, such as schools, shops and good transport connections. The settlement also forms part of Tenterden, which is a main service centre in the Borough with a large number of services available.
The site is currently agricultural, with large buildings in place around Pope House Farm in the southern nib, and two fields making up the remaining area. These fields have a distinct north south boundary line in the centre, which is defined by a mature tree and hedgerow and also a natural drainage ditch. The boundaries of the site are also largely defined by tree and hedgerow boundaries and the site is flat with long views to the wider countryside.

The London Beach Golf Club and Hotel and Little Silver Hotel are situated to the west of the site on the opposite side of the A28, but are either well set back from the road frontage or well screened. There are also a number of large detached properties along Ashford Rd to the south, west and north of the site, with Sicklefield House, directly adjacent to the north. To the south of the site, is Pope Farm House, which is a Grade II Listed building and associated oast and other buildings of heritage importance. Beyond this is a narrow rural lane, Pope House Lane, which serves a few large properties to the south.

Parts of this site are considered suitable for a residential development of around 50 dwellings, depending on design and layout. These area suitable for residential development are broadly defined in shading on the policies map above, and is approximately 1.5ha in size. The area identified does not include the northern and most easterly parts of the site which have the constraint of underground gas mains, or would cause a detrimental visual impact on the wider landscape.

The site adjoins the open countryside to the east and the adjoining residential areas to the south currently consist of mainly of large detached properties, some of which are listed. Therefore the scale and density of new development in the eastern and southern parts of the site should also be relatively low. In the western area of the site, particularly along road frontage, slightly higher densities can be achieved but overall, the site is suitable only for net residential densities with an average of 30 dph.

The primary vehicle access will be provided directly on to the A28, as shown in the policies map. The current access which serves the Pope House Farm and Oast House properties must be retained to serve these dwellings. A pedestrian footway connection must be made to the current network.

Due to the site's heritage and the features of the adjoining listed building and housing cluster around it, high quality design must be achieved within the new development, in addition to a suitable buffer area around this heritage cluster. However, development around this location also has the opportunity to provide an enhanced setting to the the listed building with the removal of the large agricultural buildings which currently lie in close proximity.

The impact on trees and biodiversity must be assessed prior to any development as there are a number of mature trees and hedgerows and ponds and drainage ditches in and around the site boundary. These should also be taken into consideration in
the design and layout of the site, and incorporated where possible to limit the impact of the built development on the wider landscape. Additional structural screening and planting will be required around the development, particularly on the north eastern boundary where the site is visible in the wider landscape.

The established hedgerow boundary on the road frontage should be retained where possible, where not impacted by the access arrangements. The northern areas of the site should be designed as natural open space areas with the potential to provide ecological zones.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

POLICY S60 - St.Michaels, Land at Pope House Farm

The site at Pope House farm is proposed for residential development with an indicative capacity of 50 dwellings.

Development proposals for this site shall:

a) Be designed and laid out in such a way as to protect and enhance the character and setting of the adjoining listed building and associated properties. Particular attention also needs to be given to the eastern area of the site, where it adjoins the open countryside and is visible in the wider landscape. Densities should reflect the surrounding character of these locations and overall the site density should be around 30dph;

b) Provide primary vehicle access on Ashford Road, as shown on the policies map;

c) provide new pedestrian routes throughout the development and connections to existing urban and rural routes and local services, with the potential of a pedestrian crossing explored with the Highway Authority;

d) Retain the existing mature trees and hedgerows boundaries where possible and enhance the planting in the north eastern areas, to screen the development of the site from the wider countryside and create additional soft landscaping throughout the site to lessen the visual impact of the development;

e) Provide appropriate ecological mitigation and provision of ecological corridors through the site and an area of open recreation space in the northern areas of the site which are not identified for residential development;

f) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
This site is located on the northern edge of the settlement of Wittersham, between Lloyds Green, a residential cul-de-sac in the west, and Woodland View, a small residential close accessed off the larger Forge Meads and Jubilee Field cul-de-sac. The site wraps around the north and west of open recreational space, a large informal sports field with an equipped play area in the northern corner. The boundary between the site and the recreation space is currently defined by an established...
hedgerow, but there are two informal footpaths which cross the open space and link Lloyds Green and Forge Meads for pedestrians.

There is currently no vehicle access between the two residential cul-de-sacs, and due to the piecemeal housing additions in Forge Meads, which have extended the close numerous times, there are identified highway concerns. Development of this site provides an opportunity to link the two cul-de-sacs together with a link road running from Jubilee Field to Lloyds Green. This proposal has the support of the local Highway Authority as it removes the problems associated with single access points to large residential cul-de-sacs in an emergency situation. The options for the proposed link road are shown on the policy map.

Along the northern boundary of the site is a vast area of combined woodlands (Combe, Church, Rushgreen & Stemps Woods) which is designated Ancient Woodland, a Local Wildlife Site (LWS) and covered by a TPO. This woodland extends 400m or more to the east, west and north of the site, providing screening to the majority of the site from the wider countryside setting. On the northern parcel, to the east of the site is open countryside and agricultural fields, and at this point there is no planted boundary between them.

The whole settlement lies within the designated High Weald Area of Outstanding Natural Beauty (AONB), and therefore development proposals for this site must conserve the natural beauty of the landscape. The significant woodland screening along the northern boundary, and the limited views of the site from the main road in the settlement and the wider area, provide an opportunity to deliver additional housing in this settlement, which does not significantly impact on the views and setting within this important landscape designation.

However, from the east, there is some visibility of the site from the wider area particularly from a PROW footpath that leads from Jubilee Field, and therefore it is proposed that the development footprint of this site must not extend up to the woodland edge of the site boundary, leaving a minimum of a 50m green buffer between the built edge and the woodland, indicatively shown on the policies map. This buffer also enables protection and mitigation of the effects of development on the Ancient woodland and LWS, and could be enhanced as an informal green space and ecological mitigation area.

Based on the requirements for the buffer area in the north of the site and the link road requirement across the site, the remaining developable area of the site is around 2.5ha, and therefore the site is proposed for a residential development of around 40 dwellings. This would result in a density of less than 20dph, which is appropriate and suitable with regards to the AONB location and reflects local character and density.

Given the character and appearance of the surrounding areas and the AONB location, a scheme of 2 storey buildings would be most appropriate here. The design
and layout must take account of the residential amenity of neighbouring occupiers, particularly where they will be in close proximity to the new link road access points. Although located some distance from the Conservation Area, there are two semi-detached properties adjoining the south west corner of the site which are Listed (The White Cottage and Corner Cottage). Development proposals for this site must ensure that the setting of these heritage assets is conserved.

Dwellings should be orientated to enable overlooking and natural surveillance to the village recreation area where possible, and should also front the link road. A mix of unit sizes and types will be required here in accordance with policy ** but the larger detached properties should be generally located at the northern / north-eastern parts of the site where the impact on the wider landscape is most sensitive. It is important that the eastern boundary is sensitively developed to mitigate any visual impact from new development. A lower residential density will be appropriate in this part of the site and a landscaping scheme that ‘breaks up’ the urban edge created by built development here will be necessary. This should include the planting of some mature trees to create screening in the short-term.

Due to the close proximity to the public open space and equipped play area adjacent to the site, there are opportunities to upgrade this provision and provide enhancement to the current un-adopted pathways through the area, creating enhanced pedestrian access around the village.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.
POLICY S61 – Wittersham, Land between Lloyds Green and Jubilee Fields

The site between Lloyds Green and Jubilee Fields is proposed for residential development with an indicative capacity of 40 dwellings.

Development proposals for this site shall:

a) Provide a minimum buffer of 50m between built development and the woodland edge to the north, to conserve the Ancient woodland and LWS designations, and limit views of the development from the PRoW and wider AONB landscape to the east. This buffer provides an opportunity to create informal greenspace and ecological mitigation if required;

b) Be designed and laid out in such a way as to protect the character and setting of the AONB and adjoining listed buildings, and must take account of the residential amenity of neighbouring occupiers, particularly those in close proximity to the access roads. Dwellings should be a maximum of 2 storey and orientated to enable overlooking and natural surveillance of the adjoining public open space area, and should also front the link road;

c) Provide dual primary vehicle access from Lloyds Green, and one of the options in Jubilee Fields as shown on the policies map, creating a through link road between the two areas;

d) Provide a landscaped boundary along the eastern edge of the northern parcel of the site, which should include mature tree planting in the short term to lessen the visual impact of the development, from the wider countryside;

e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;

f) Upgrade and enhance the adjoining open space and equipped play area provision if required and enhance pedestrian access around the area to a more formal arrangement than the current un-adopted pathways;

g) Provide new pedestrian and cycle routes throughout the development and connections to existing routes and local services.
(MC105) Policy S62 – Woodchurch, Appledore Road

This site is located to the south east of the settlement of Woodchurch, adjacent to Bridge Close, with frontage onto Appledore Road. This is one of the main roads into the village and is also an important route between the larger settlements of Tenterden and Hamstreet (B2067).

The site is an agricultural field, currently used for grazing. On the north eastern boundary of the site is an agricultural vehicle entrance onto the main highway, and a small copse. Within the copse there appears to be building debris and sheds in disrepair and the area appears not to be maintained. There is a mature hedgerow boundary around the perimeter of the site.
To the south is a large double gabled corrugated iron farm building and beyond this, open countryside and farmland. To the north west of the site is a relatively recent local needs housing development, Bridge Close, with a large 4 storey care home beyond it which also fronts Appledore Road. To the south west is a residential close, Brattle, which is accessed on the opposite side of a ‘loop’ in the highway network. Development of this site would complete the current built form within the ‘loop’ and therefore is a natural extension to the settlement form in this part of the village.

At over 1.7 hectares in size, development of this site will provide around 30 dwellings, including a mix and range of housing in accordance with policy HOU18. Development would be of low density (under 20dph), which reflects the location and adjacent countryside setting. Given the character and appearance of the surrounding areas, a scheme of 2 storey buildings would be most appropriate here. The design and layout must take account of the residential amenity of neighbouring occupiers. Particular attention needs to be given to the topography of the site. The design of proposals coming forward should reflect the 'guidelines' set out in the Woodchurch Village Design Statement.

Access must be provided from Bridge Close, as shown on the policies map. This has been identified as a specific requirement by the Local Highway Authority due to the unsuitability of the Appledore Road entrance visibility and proximity of nearby junctions. Pedestrian footways should be provided throughout and link with existing footways in Bridge Close.

Vehicle access and the pedestrian footway may require removal of the copse, but there is an opportunity to improve the appearance of this area, whilst retaining some of the trees. There is one mature tree on the road frontage which must be retained as it is an important feature at the entrance to the village. The hedgerows around the site boundary must also be retained and enhanced where possible, to provide screening to the development. This should include the planting of some mature trees around the southern and eastern boundaries.

Southern Water’s assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.
POLICY S62 – Woodchurch, Appledore Road

The site in Appledore Road is proposed for residential development with an indicative capacity of 30 dwellings. Development proposals for this site shall:

a) Be designed and laid out in such a way to reflect the edge of countryside location and take account of the residential amenity of neighbouring occupiers. Particular attention needs to be given to the topography of the site and rising land. Dwellings should be no more than 2 storeys and design of proposals should reflect the guidelines set out in the Woodchurch Village Design Statement;

b) Provide primary vehicle access from Bridge Close, as shown on the policies map;

c) Provide new pedestrian footways throughout the development and connections to existing routes;

d) Retain the mature tree on the road frontage and the hedgerows around the site boundary and enhance where possible. This should include the planting of mature trees around the southern and eastern boundaries to create screening;

e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.
### Housing Indicators

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<tr>
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</table>
| Net Housing Growth  | SP1 (a) – Strategic Objectives  
SP1 (f) – Strategic Objectives  
SP2 – The Strategic Approach to Housing Delivery | i. Net annual dwelling completions  
ii. Cumulative net additional dwelling completions over the plan period  
iii. Total extant permissions  
   - Under construction  
   - Not Started | Total Requirement  
   - 2011-2030: 16,120  
   - 2017-2030: 12,943 | Annual Housing Information Audit (HIA) |
| Location of new housing growth | SP2 – The Strategic Approach to Housing Delivery  
HOU3a – Residential windfall development within settlements  
HOU5 – Residential windfall development in the countryside  
SP5 – Ashford Town centre | Net annual dwelling completions by area:  
   i. Ashford Town Centre  
   ii. Ashford Urban Area  
   iii. Urban extensions  
   iv. Tenterden  
   v. Rural Settlements  
   vi. Countryside | SP2 – Table 1 | Annual Housing Information Audit (HIA) |
| Allocation Vs Windfall Delivery | SP2 – The Strategic Approach to Housing Delivery  
HOU3a – Residential windfall development within settlements | Net Annual dwelling completions on:  
   i. Allocated sites  
   ii. Chilmington Green  
   iii. Windfall Sites – Total  
      a. Prior Approval – Office to Residential  
      b. Prior Approval – Agricultural to Residential | As set by the Housing Trajectory | Annual Housing Information Audit (HIA) |
| Affordable Housing | HOU1 – Affordable Housing | Net annual affordable housing completions on major sites* by tenure and area:  
   i. Ashford Town  
   ii. Ashford Hinterlands  
   iii. Rest of Borough | As set by Table in Policy HOU1 | Annual Housing Information Audit (HIA) |
| Custom and Self Build | HOU6 – Self and custom build development  
SP1 (f) – Strategic Objectives | i. % of custom and self build plots provided on sites over 40 dwellings in Ashford and Tenterden  
ii. % of custom and self build plots provided on Edge of Ashford and Tenterden sites of 40 or more dwellings: 5% | Edge of Ashford and Tenterden  
   - 5% | Annual Housing Information Audit (HIA) |
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<td>Specialist Housing</td>
<td>SP1 (f) – Strategic Objectives</td>
<td>sites over 20 dwellings in villages and rural areas iii. Plots returned unsold (annual) iv. Annual borough dwelling completions of custom/ self build dwellings v. Cumulative borough completions of custom/ self build in plan period</td>
<td>Villages and rural areas sites of 20 or more dwellings: 5% No target</td>
<td>Self Build Register (ABC)</td>
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<td>HOU2 – Local Needs/ Specialist Housing HOU18 - Providing a range and mix of dwellings types and sizes</td>
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<td>Land Use</td>
<td>SP1 (a) – Strategic Objectives</td>
<td>Net annual additional dwellings by housing type: i. Local Needs ii. Specialist Housing iii. Older Person Housing (C2 uses) iv. Exclusive Homes</td>
<td>No Target</td>
<td>Annual Housing Information Audit (HIA)</td>
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<tr>
<td>Housing Range &amp; Mix</td>
<td>HOU18 - Providing a range and mix of dwellings types and sizes SP1 (f) – Strategic Objectives</td>
<td>Net annual dwelling completions by bedroom size: i. Studio &amp; 1 bed, ii. 2 bed, iii. 3 bed, iv. 4 bed v. 5 bed or more.</td>
<td>To provide a range identified by most up to date SHMA or equivalent housing need data</td>
<td>Annual Housing Information Audit (HIA)</td>
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<tr>
<td>Accessibility and Space Standards</td>
<td>HOU12 – Residential Space Standards (Internal) HOU15 – Private external open space HOU18 - Providing a range and mix of dwellings types and sizes SP1 (c, f) – Strategic Objectives</td>
<td>% of Net annual dwelling completions meeting the following standards: i. Internal Space Standards ii. External Space Standards iii. Accessibility Standards</td>
<td>100% Accessibility: 100% on major developments of 10 or more only</td>
<td>Annual Housing Information Audit (HIA)</td>
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<td>Gypsy &amp; Travellers Pitches</td>
<td>HOU16 – Traveller Accommodation HOU17 – Safeguarding existing traveller sites SP1 (f) – Strategic Objectives</td>
<td>i. Total annual permanent pitch increase</td>
<td>Meet need identified 5 year supply need in most up to date</td>
<td>Annual Housing Information Audit (HIA)</td>
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<td>ii. Extensions to existing sites</td>
<td>No net loss if 5 year supply not achieved</td>
<td>Gypsy and Traveller Needs Assessment (GTAA)</td>
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<td>iii. Annual Temporary Pitches granted permission</td>
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<td>iv. Annual loss of pitches</td>
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<td>v. Baseline borough pitches</td>
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<td>Design Quality</td>
<td>SP6 – Promoting High Quality Design SP1 (c) – Strategic Objectives</td>
<td>Percentage of applications refused on design grounds and Success of Design Quality policy at appeal</td>
<td>No Target</td>
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<td>Permissions granted for HMO properties by Ward</td>
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<td>Annual Housing Information Audit (ABC)</td>
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*Major residential developments are those of 10 dwellings or more or over 0.5ha*

**Economic Indicators**

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<td>Employment Floorspace</td>
<td>SP1 (g) – Strategic Objectives SP3 – Strategic Approach to Economic Development EMP1 – New Employment Uses EMP2 – Loss or redevelopment of employment sites and premises EMP5 – New employment premises in the countryside</td>
<td>Annual increase of employment floorspace (m2), borough-wide. Gross and net totals by use class:</td>
<td>66 hectares gain between 2014 and 2030 (Borough-wide)</td>
<td>Annual Commercial Information Audit (ABC)</td>
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<tr>
<td></td>
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<td>i. B1a</td>
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<td>iii. B1c</td>
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<td>iv. B2</td>
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<td>Minimal gain in countryside (EMP5)</td>
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<td>v. B8</td>
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<td>vi. B1-B8 (unable to split)</td>
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<td>vii. Total Gain</td>
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<td></td>
<td>viii. Total Loss</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>ix. Net Total</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail and Leisure floorspace</td>
<td>SP1 (g) – Strategic Objectives SP4 – Delivery of Retail and Leisure Needs SP5 – Ashford Town Centre</td>
<td>Annual change of Retail and Leisure (Use classes A1, A2, A3, A4, A5, D2 &amp; Sui Generis) floorspace (m2) by area; Ashford Town Centre; Tenterden Town Centre; local/village centres, and Rest of Borough.</td>
<td>Need contained within Tables 2 and 3 of the Local Plan</td>
<td>Annual Commercial Information Audit (ABC)</td>
</tr>
<tr>
<td>Indicator Objective</td>
<td>Local Plan Policy</td>
<td>Indicator</td>
<td>Target</td>
<td>Source</td>
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</tr>
<tr>
<td>Fibre to Premises</td>
<td>EMP6 – Promotion of Fibre to the Premises (FTTP) SP1 (d) – Strategic Objectives</td>
<td>% of new development enabling FTTP; residential and employment</td>
<td>All development within urban area. All major* developments within the rural area</td>
<td>ABC</td>
</tr>
<tr>
<td>Shopping frontages</td>
<td>SP4 – Delivery of Retail and Leisure Needs EMP7 – Primary and Secondary shopping frontage in Ashford Town centre EMP8 – Primary shopping frontage in Tenterden Town Centre</td>
<td>% of shop frontages in Ashford and Tenterden which are A use class (retail)</td>
<td>Primary Shopping Frontages – 100%</td>
<td>Shop front survey (ABC)</td>
</tr>
<tr>
<td>Local and Village Centres</td>
<td>SP4 – Delivery of Retail and Leisure Needs EMP10 – Local and Village Centres</td>
<td>Gains and losses of shops and services within local and village centres.</td>
<td>No loss of shops and services</td>
<td>Annual Commercial Information Audit (CIA) – ABC</td>
</tr>
</tbody>
</table>

### Transport Indicators

<table>
<thead>
<tr>
<th>Indicator Objective</th>
<th>Local Plan Policy</th>
<th>Indicator</th>
<th>Target</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Schemes</td>
<td>TRA1 – Strategic Transport Schemes SP1 (d) – Strategic Objectives</td>
<td>Implementation of strategic schemes which include: i. M20 Junction 10a ii. Pound Lane Link Road iii. A28 dualling/Chart Rd improvements iv. Former ring road junctions</td>
<td>Within plan period</td>
<td>ABC</td>
</tr>
<tr>
<td>Town Centre Parking</td>
<td>TRA2 – Strategic Public Parking Facilities</td>
<td>Total gains and losses of public parking spaces serving Ashford Town Centre: • Long-Stay • Short-Stay</td>
<td>Gains within plan period</td>
<td>ABC</td>
</tr>
<tr>
<td>Indicator Objective</td>
<td>Local Plan Policy</td>
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</tr>
<tr>
<td>Residential Parking Standards</td>
<td>TRA3(a) Parking standards for Residential development</td>
<td>% of residential development applications meeting the standards set out in TRA3(a)</td>
<td>100%</td>
<td>HIA - ABC</td>
</tr>
<tr>
<td>Parking Standards for non-residential Sustainable Travel</td>
<td>TRA3(b) Parking Standards for non-residential development</td>
<td>% of non-residential development applications meeting the standards set out in TRA3(b)</td>
<td>100%</td>
<td>Annual Commercial Information Audit (CIA)</td>
</tr>
<tr>
<td>TRA4 – Promoting the Local Bus Network</td>
<td></td>
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<tr>
<td>TRA5 – Planning for Pedestrians</td>
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<tr>
<td>TRA6 – Provision for cycling</td>
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<tr>
<td>SP1 (e) – Strategic Objectives</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Local Road network</td>
<td>TRA7 – The road network and development</td>
<td>Enhancements to bus networks provided from new development</td>
<td>No Target</td>
<td>KCC Highways</td>
</tr>
<tr>
<td>TRA8 – Travel plans, assessments and statements</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>TRA9 – Planning for HGV movement</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>SP1 (e) – Strategic Objectives</td>
<td></td>
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</tbody>
</table>

### Natural and Built Environment Indicators

<table>
<thead>
<tr>
<th>Indicator Objective</th>
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<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biodiversity</td>
<td>ENV1 – Biodiversity SP1 (b) – Strategic Objectives</td>
<td>i. Condition of the 57 SSSI’s</td>
<td>No decline</td>
<td>Natural England – Condition of SSSI report</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ii. Condition of the Biodiversity Opportunity Areas’ (BOA’s)</td>
<td></td>
<td>Kent BAP – BOA reports</td>
</tr>
<tr>
<td>Indicator Objective</td>
<td>Local Plan Policy</td>
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</tr>
<tr>
<td>Green Corridor</td>
<td>ENV2 – The Ashford Green Corridor SP1 (b) – Strategic Objectives</td>
<td>i. Development permitted within Green Corridor Designation areas ii. Development proposals contributing to projects identified within the Green Corridor Action Plan</td>
<td>Not permitted unless policy criteria applies</td>
<td>ABC - HIA and CIA</td>
</tr>
<tr>
<td>Dark Skies</td>
<td>ENV4 – Light Pollution and Promoting Dark Skies</td>
<td>External lighting levels on new developments comply with standards in policy and guidance.</td>
<td>100%</td>
<td>ABC - HIA</td>
</tr>
<tr>
<td>Rural Features</td>
<td>ENV5 – Protecting important rural features SP1 (b) – Strategic Objectives</td>
<td>i. Loss or gain to Ancient woodland or semi-natural woodland ii. Loss or gain to River corridors and tributaries iii. Loss or enhancement to rural lanes and/or PROWs</td>
<td>No net loss</td>
<td>Kent Nature Partnership - The 2012 Kent Habitat Survey and Data Environment Agency – Our Stour Data report KCC Highway and PROW Teams</td>
</tr>
<tr>
<td>Flood Risk</td>
<td>ENV6 – Flood risk</td>
<td>% of planning applications granted on Flood Zones 2 or 3 against Environment Agency Advice</td>
<td>0%</td>
<td>HIA</td>
</tr>
<tr>
<td>Water resources</td>
<td>ENV7 – Water Efficiency ENV8 – Water Quality, Supply and Treatment ENV11 – Sustainable Design and Construction – non-residential</td>
<td>i. % of new residential development meeting the requirements of water efficiency regulations - 110 litres per person per day ii. % of major* development proposals not providing adequate water supply and connections to wastewater treatment facilities</td>
<td>i. 100% ii. 0% iii. 100%</td>
<td>Building Regulation data , HIA and CIA</td>
</tr>
</tbody>
</table>
### SUDS

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>iii.</td>
<td>% of non-resi major applications meeting 40% improvement in water consumption against baseline performance</td>
<td>Compliance of all development proposals with SuDS Policy, SPD and subsequent revisions</td>
<td>100%</td>
<td>HIA</td>
</tr>
</tbody>
</table>

### Energy

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ENV10 – Renewable and low carbon energy</td>
<td>New development which generates energy from renewable and low carbon sources</td>
<td>No Target</td>
<td>ABC</td>
</tr>
</tbody>
</table>

### BREEAM

<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>ENV11 – Sustainable Design and construction – non-residential SP1 (c) – Strategic Objectives</td>
<td>% of Major non-resi development achieving BREEAM 'Very good' standard</td>
<td>100%</td>
<td>Building Regulation Data</td>
</tr>
</tbody>
</table>

### Air Quality

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ENV12 – Air Quality</td>
<td>% of proposals permitted which result in National Air Quality Objectives being exceeded</td>
<td>0%</td>
<td>DEFRA Statistics <a href="https://uk-air.defra.gov.uk/">https://uk-air.defra.gov.uk/</a></td>
</tr>
</tbody>
</table>

### Agricultural Land

<table>
<thead>
<tr>
<th>Indicator</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SP1 (a) – Strategic Objectives National Policy</td>
<td>Amount of high quality agricultural land (Grade 1 &amp; 2) lost to development (ha) Major* sites only</td>
<td>No Target</td>
<td>Kent Landscape Information system (K-LIS); Natural England; Agricultural Land Classification (ALC)</td>
</tr>
</tbody>
</table>

### Community, Leisure and Tourism Indicators

<table>
<thead>
<tr>
<th>Indicator</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Tourism</td>
<td>EMP11 – Tourism</td>
<td>Loss and gain of tourism facilities. Loss and gain of hotel and B&amp;B development</td>
<td>Borough wide retention and gains in urban areas.</td>
<td>Annual Commercial Information Audit (CIA) – ABC</td>
</tr>
<tr>
<td>Community</td>
<td>COM1 – Meeting the community’s needs COM3 – Allotments</td>
<td>Amount of existing public leisure, cultural, school and adult education, youth, health, public service, allotments, cemetery</td>
<td>No Target</td>
<td>HIA CIA ABC - Amount of</td>
</tr>
<tr>
<td>Indicator Objective</td>
<td>Local Plan Policy</td>
<td>Indicator</td>
<td>Target</td>
<td>Source</td>
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</tbody>
</table>
| Play, Open Space & Sports | COM4 – Cemetery Provision SP1 (d) – Strategic Objectives | provision and community facilities lost (unless satisfactory replacement facilities are provided) and gained as a result of new development | Split between Town Centre, Urban and rural.
| Play, Open Space & Sports | COM2 – Recreation, sport, play and open spaces SP1 (d) – Strategic Objectives | Amount of existing public play, open space and sports provision lost (unless satisfactory replacement facilities are provided) and gained as a result of new development | Table 4 – Spatial target for play, open space and sports | Amount of developer contributions and commuted payments received and spent |

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Table 4 – Spatial target for play, open space and sports |

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Table 4 – Spatial target for play, open space and sports