

Folkestone and Hythe

Places and Policies Local Plan

Main Modifications

The table below sets out proposed Main Modifications to the Folkestone & Hythe Places and Policies Local Plan.

Proposed main modifications are numbered MM01 to MM21. Main Modifications are shown in chapter order of the plan.

Existing text of the Places and Policies Local Plan Submission Draft (February 2018) is shown in black.

Proposed new text is shown red underlined: new text

Proposed deleted text is shown red struck-through: ~~deleted text~~

Indicative site maps are also included in the Schedule to aid understanding but do not form part of the Main Modifications.

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Main Mod	Point in document	PPLP page no.	Proposed Main Modification to Places and Policies Local Plan Submission Draft
Chapter 5: Urban Character Area			
MM01	Policy UA11: Affinity Water, Shearway Road, Cheriton	p. 73	<p><i>Insert additional bullet point after bullet point 2 to address impact on the setting of the Kent Downs Area of Outstanding Natural Beauty (AONB). Renumber subsequent bullet points.</i></p> <hr/> <p>“Policy UA11 Affinity Water, Shearway Road, Cheriton</p> <p>The site is allocated for residential development with an estimated capacity of 70 dwellings, 3,500sqm of complementary Class B1a (office) commercial floorspace and an area of public open space.</p> <p>Development proposals will be supported where:</p> <ol style="list-style-type: none"> 1. A comprehensive masterplan is prepared for the redevelopment of the site, which also demonstrates how the existing facilities will be re-provided within the area north of Shearway Road; 2. Approximately 3,500sqm B1a of new commercial floorspace is provided at the western end of the site in a way that is compatible with the neighbouring commercial uses and new housing, without having an adverse impact on the continuing viability of the commercial uses or the amenities of future residential occupants; <u>3. There is a high quality of design that responds to the site’s location within the setting of the AONB, paying particular regards to materiality, massing and roofscape;</u>

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			<p>3. 4. The proposals acknowledge the surrounding urban grain by creating a strong residential frontage onto Cherry Garden Lane and ensuring that the design complements the existing development in the locality; ...”</p>
MM02	<p>Policy UA15: Land at the Saltwood Care Centre, Hythe</p>	p. 88	<p><i>Insert additional bullet point after bullet point 5 to address impact on the setting of the Kent Downs Area of Outstanding Natural Beauty (AONB). Renumber subsequent bullet points.</i></p> <hr/> <p>“Policy UA15 Land at the Saltwood Care Centre, Hythe</p> <p>The site is allocated for 84 Class C2 or C3 Extra Care Units.</p> <p>Development proposals will be supported where:</p> <ol style="list-style-type: none"> 1. The development meets the needs of the ageing population and is restricted to occupation for those over 65 years of age; 2. On-site care provision is made through an appropriate contract that requires a minimum of 2 hours of care, to be provided by a Care Quality Commission registered provider; 3. All of the Extra Care Units are designed to wheelchair accessible homes standards (M4(3): Category 3) of the Building Regulations; 4. Appropriate communal facilities are provided to meet the needs of the residents; 5. Access is provided to meet the needs of residents and to provide connectivity to the existing care centre site and the surrounding area; <p><u>6. There is a high quality of design that responds to the site’s location within the setting of the AONB, paying particular regards to materiality, massing and roofscape;</u></p>

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			6. 7. Proposals are accompanied by a landscape strategy that retains a substantial amount of the existing tree cover and demonstrates that the landscape character is protected; ...”
Chapter 6: Romney Marsh Character Area			
MM03	Paragraph 6.102	p. 148	<p><i>Amend paragraph to remove reference to a masterplan, as follows.</i></p> <hr/> <p>“The aspirations for Brookland for this plan period also include three sites which relate to the newer part of the village, all of which are situated north of the Brookland Bypass. The sites can come forward for development together or individually, but in the first instance they should all be masterplanned together, if developed individually the sites should integrate with each other and the existing settlement and <u>to</u> achieve a coherent design that includes public open space and play space to meet the deficit identified in the Open Space Strategy and Play Area Review. Land opposite the site to the south east of the A259 could be a suitable location for open space provision. This location is, in principle, a relatively sustainable one for a rural setting.”</p>
	Paragraph 6.105	p. 149	<p><i>Amend paragraph to remove reference to a masterplan, as follows.</i></p> <hr/> <p>“Further to the south of Rye Road is land adjoining Framlea; an area of scrubland. Proposals for this site have been dismissed at appeal, based on existing policies, however it is considered that this site is suitable for development, if masterplanned coherently designed to integrate with the two sites to the north, to meet the future housing needs identified within the Core Strategy.”</p>
	Policy RM13: Lands north and south of Rye Road, Brookland	p. 150	<p><i>Amend bullet point 1 to remove reference to a masterplan, as follows.</i></p> <hr/> <p>“Policy RM13</p>

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			<p>Lands north and south of Rye Road, Brookland</p> <p>These sites are allocated for residential development with an estimated capacity of 15 dwellings for land north and 14 dwellings for lands south of Rye Road, including land adjoining Framlea.</p> <p>Development proposals will be supported where:</p> <ol style="list-style-type: none"> 1. <u>Proposals for the individual sites demonstrate how they will</u> A masterplan is produced showing how the three sites integrate with each other and the existing settlement; including the provision of on-site open space and play space; 2. Substantial planting and landscaping is included along the northern boundary of land north of Pod Corner, and on the south-eastern boundary of lands south of Rye Road adjacent to the Brookland Bypass. This is to prevent encroachment into open countryside and to protect resident amenity from a significant road, respectively; ...”
MM04	Paragraph 6.111	p. 152	<p><i>Amend paragraph to remove reference to a masterplan as follows.</i></p> <hr/> <p>“The site is located in the north west of Brenzett and can be accessed from Rhee Wall Road and the cul-de-sac Moore Close where there is a gap in development to enable access to the site beyond. The southern portion of the site is currently an open agricultural field, behind existing development, while the northern area of the site is currently scrubland. The site has two separate landowners, therefore the sites can come forward for development together or individually, but <u>however they are developed, proposals should demonstrate how the sites will integrate with each other.</u> in the first instance they should be masterplanned together to achieve a coherent design.</p>

	<p>Policy RM14: Land adjacent to Moore Close, Brenzett</p>	<p>p. 154</p>	<p><i>Amend bullet point 1 to remove reference to a masterplan and delete criterion 12, as follows.</i></p> <hr/> <p>“Policy RM14 Land adjacent to Moore Close, Brenzett</p> <p>The site is allocated for residential development with an estimated capacity of 40 dwellings; or 20 dwellings for the southern section of the site and 6 dwellings for the northern part of the site, if the sites come forward individually.</p> <p>Development proposals will be supported where:</p> <ol style="list-style-type: none"> 1. <u>Proposals for the individual sites demonstrate how they will</u> A masterplan approach demonstrates how the sites integrate with each other and the existing settlement; 2. Preferred vehicular access is from is from Rhee Wall Road, with an alternative access from Moore Close; 3. A footpath and appropriate lighting is provided on Rhee Wall Road to connect with the existing footway to the east; 4. Development creates a strong frontage to Rhee Wall Road, and ensure the developments complement nearby residential development; 5. An appropriate number of self-build or custom built plots are provided in accordance with Policy HB4: Self-Build and Custom Housebuilding Development; 6. Existing trees and hedgerows around the perimeter of the sites are retained and enhanced; 7. Existing watercourses on the site are integrated into the development;
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			<p>8. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;</p> <p>9. A Phase 1 Habitat Survey is undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site;</p> <p>10. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; <u>and</u></p> <p>11. The design of the development preserves or enhances the setting of the nearby Grade II Listed Buildings.” ;<u>and</u></p> <p>12. An odour assessment is undertaken to inform the masterplanning of the site to ensure adequate distance between the waste water treatment works and any proposed sensitive land use for reasons of amenity.”</p>
MM05	Paragraphs 6.126 – 6.133	156	<p><i>Insert new supporting text for Policy RM15, as follows.</i></p> <hr/> <p><u>Old Romney</u></p> <p><u>The village of Old Romney is situated in the Romney Marsh and is widely considered to be the forerunner to New Romney. It is unclear when these settlements began, but it is thought that both must have grown in size and importance around the eighth century AD when a long port was likely laid between the two along the banks of the former estuary of the River Rother.</u></p>

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		<p><u>Today, the village consists of a few scattered houses and a public house as a local service. However, it does benefit from good connections via the A259 to New Romney, which has a supermarket, doctor's surgery, a primary and secondary school; and a range of shops and restaurants.</u></p> <p><u>Land adjacent to 'The Retreat', Lydd Road, Old Romney</u></p> <p><i><u>(insert Picture 6.17 Land adjacent to 'The Retreat', Lydd Road, Old Romney – see below Modifications to Policies Map)</u></i></p> <p><u>The site is located between the settlements of New Romney to the east and Old Romney to the west. It is directly accessed from Lydd Road (A259).</u></p> <p><u>The site covers an area of approximately 1.5ha and is predominately grassland that is overgrown and unmanaged. The Rhee Wall passes across the northern part of the site; this was a medieval watercourse that consisted of two parallel banks of earth, the ground between being raised above the marsh; moving south the site drops down approximately 1 metre to the marsh plateau. The south-east and south-west boundaries are edged by narrow drainage channels that join at the southernmost point of the site. Whilst situated in the open countryside, the site is reasonably well-screened from the wider landscape with the site boundary punctuated with variety of mature trees and bushes; this, in combination with the level change, provide the site with a strong sense of enclosure.</u></p> <p><u>The surrounding land is predominately arable farmland. There is a small cluster of three detached bungalows immediately adjoining the site to the east. The Oasis Café, Carwash and associated storage are a short distance to the west with the settlement of Old Romney just beyond.</u></p> <p><u>The site is available for development as a gypsy and traveller site with capacity for four residential pitches, comprising amenity blocks, parking for static and touring caravans, visitor parking and storage.</u></p>
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			<p><u>The site does have some constraints that would need to be addressed in order for it to be developed appropriately. This primarily relates to a large part of the site being located within Flood Zones 2 & 3; though the higher northern part of the site along the Rhee Wall sits in Flood Zone 1. Therefore, it is considered that there is a large enough ‘developable area’ outside the area of flood risk, with safe access and egress along the A259, to accommodate a small number of permanent residential gypsy and traveller pitches. Non-residential development that cannot be located in Flood Zone 1 should incorporate flood resilient and/or flood resistant measures. Development should be informed by an assessment to identify features of ecological interest and seek to conserve and enhance biodiversity within the site. Of particular interest are the two drainage channels that define the southern boundaries of the site, which have potential to host protected species. Any application should be accompanied by a surface and foul drainage strategy that demonstrates that the integrity of these water bodies is not compromised and meets the requirements of the appropriate statutory authorities and organisations including the Environment Agency, Romney Marshes Area Internal Drainage Board; and Lead Local Flood Authority (Kent County Council).</u></p> <p><u>With a suitable layout and design, it is considered that the site allocation is appropriate and able to meet the specific need for gypsy and traveller pitches as identified by the Folkestone & Hythe Gypsy and Traveller and Travelling Showpersons Accommodation Assessment 2018.</u></p>
	Policy RM15	156	<p><i>Insert new Policy RM15, as follows.</i></p> <hr/> <p><u>Policy RM15 – Land adjacent to ‘The Retreat’, Lydd Road, Old Romney</u></p> <p><u>Land adjacent to ‘The Retreat’, Old Romney is allocated for Gypsy and Traveller accommodation with capacity for 4 pitches comprising amenity blocks, parking for static and touring caravans, visitor parking and storage.</u></p>

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		<p><u>Development proposals will be supported where</u></p> <ol style="list-style-type: none"><u>1. Vehicular access is from Lydd Road (A259) and appropriate space for turning and manoeuvring is provided within the site;</u><u>2. Residential pitches are located in Flood Zone 1 and accompanied by a site specific flood risk assessment;</u><u>3. Any non-residential development that cannot be located in Flood Zone 1 should incorporate flood resilient and/or flood resistant measures;</u><u>4. A surface water and foul drainage strategy is prepared to the satisfaction of the statutory authorities;</u><u>5. A Phase 1 Habitat Survey is undertaken by a licensed ecologist to assess the presence of Protected Species on or near to the site. The drainage channels abutting the site should be assessed for their ecological importance and, if appropriate, mitigation measures introduced that maintain or improve water quality in accordance with CSD5 of the Core Strategy;</u><u>6. An appropriate easement of 4m should be maintained to the drainage channels for access and biodiversity;</u><u>7. Proposals (including any commercial activities) are compatible with, and would not have an adverse impact on, the amenity of neighbouring residents and conserve and enhance the natural environment in accordance with Policy NE2;</u><u>8. There is a landscaping scheme that retains the existing trees and hedgerows along the north, south and western boundaries and where appropriate enhances the eastern boundary through additional planting;</u><u>9. Additional boundary treatments are compatible with the rural setting and wider landscape;</u><u>10. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and</u><u>11. The development should be occupied by only those that fulfil the definition of a Gypsy or Traveller</u>
Chapter 7: North Downs Character Area		

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<p>MM06</p>	<p>Policy ND6: Former Lympne Airfield</p>	<p>pp. 189- 190</p>	<p><i>Amend policy to refer to a Landscape and Visual Impact Assessment in first bullet point as follows:</i></p> <hr/> <p>“Policy ND6 Former Lympne Airfield</p> <p>Site 1 is allocated for residential development with an estimated capacity of 125 dwellings and Site 2 is to be retained as an open space/landscape buffer.</p> <p>Development proposals will be supported where:</p> <ol style="list-style-type: none"> Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced as part of a comprehensive landscaping scheme; <u>that includes the provision of structural planting on an east-west axis centrally through the site, informed by a Landscape and Visual Impact Assessment (LVIA), and incorporates provision for street trees throughout the development;</u> The northern building edge is fragmented and softened with a strong landscape buffer; ...”
<p>MM07</p>	<p>Policy ND8: Land adjoining 385 Canterbury Road, Densole</p>	<p>p. 198</p>	<p><i>Amend second and sixth bullet points as follows:</i></p> <hr/> <p>“Policy ND8 Land adjoining 385 Canterbury Road, Densole</p> <p>Site 1 is allocated for residential development with an estimated capacity of 25 dwellings. Site 2 is considered suitable for allotments if there is demand or to remain as agricultural land.</p> <p>Development proposals will be supported where:</p> <ol style="list-style-type: none"> The proposals achieves the highest quality design of both buildings and surrounding space and reinforces local rural distinctiveness through layout,

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			<p>design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;</p> <ol style="list-style-type: none"> 2. Existing trees and hedgerows within and around the western and northern site boundary are retained and enhanced <u>unless required for access</u>; 3. The western building edge is fragmented and softened with a sensitive landscape buffer; 4. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development; 5. The proposal complements the surrounding street pattern and urban grain, fronting dwellings onto existing streets, that are set back from the existing built line with front gardens (similar to those in the immediate area) and following the existing built edge; 6. Developments front onto Coach Road and Canterbury Road, <u>with a single access point onto each road</u>; ...”
MM08	Policy ND9: Etchinghill Nursery, Etchinghill	p. 202	<p><i>Amend the second bullet point as follows:</i></p> <hr/> <p>“Policy ND9 Etchinghill Nursery, Etchinghill</p> <p>The site is allocated for residential development with an estimated capacity of 30 dwellings, with the provision of a new community use such as a small village store. Development proposals will be supported where:</p> <ol style="list-style-type: none"> 1. The proposal achieves the highest quality of design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;

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			2. Proposals include a landscaping scheme, particularly around the southern <u>south eastern and south western</u> boundary, retaining the existing trees and hedgerows unless required for access, to ensure a soft edge to the village and retain its rural character; ...”
Chapter 9: Housing and the Built Environment			
MM09	Paragraph 9.34	p. 221	<p><i>Delete paragraph 9.34.</i></p> <hr/> <p>“In calculating the size of communal gardens, the Council will have regard to the size of the different flats. For example, a building containing seven flats, three of which have four bedspaces and four of which have three bedspaces, should provide a private amenity area of at least 45sqm ((3*7)+(4*6)).”</p>
MM10	Paragraph 9.60	p. 230	<p><i>Amend paragraph 9.60 as follows.</i></p> <hr/> <p>“This section sets out detailed policies relating to alterations, extensions and annexes to dwelling buildings and developments in residential gardens.”</p>
	Policy HB8: Alterations and Extensions to Residential Buildings	pp. 234-235	<p><i>Amend Policy HB8 as follows.</i></p> <hr/> <p>“Policy HB8</p> <p>Alterations and Extensions to Residential Buildings</p> <p>Alterations and extensions to existing buildings should <u>seek to</u> reflect the scale, proportions, materials, roof line and detailing of the original building and not have a detrimental impact on the street scene, either by themselves or cumulatively.</p>

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		<p>Alterations and extensions should protect the residential amenity of the occupants of neighbouring properties and ensure avoidance of unacceptable overlooking and inter-looking.</p> <p>Applications for extensions to existing residential buildings will be permitted where:</p> <ol style="list-style-type: none">1. The extension does not cause undue overshadowing of neighbouring properties and allows adequate light and ventilation to existing rooms within the building. Single storey extensions should be designed so as to fall within a 45° angle from the centre of the nearest ground floor window of a habitable room or the kitchen of the neighbouring property. In the case of two-storey extensions, the 45° angle is taken from the closest quarter point of the nearest ground floor window of a habitable room or kitchen. This covers all elevations of the neighbouring property and conservatories, if they are clearly used as a habitable room. Patio or fully glazed doors will be treated as windows for this test, but not solid panel doors or those half-glazed;2. For side extensions, <u>care should be is</u> taken to avoid creating a terracing effect which could result by extending up to the boundary. A minimum distance of one metre should be maintained from the boundary to any part of the extension above single storey level;3. Single-storey flat-roofed extensions will be permitted only if they are well-designed, and the proposed extension would not be generally visible from a public place and would serve only as an adjunct to the main building. Use of 'green' or 'brown' roofs will be encouraged. Two-storey flat-roofed extensions will not be considered acceptable, unless the property building itself is of a flat roof design;4. Loft conversions requiring dormer extensions will be in proportion to the existing roof, thus maintaining overall building proportions. They should avoid presenting a top-heavy and flat-roofed appearance. Planning applications for extensions in
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			<p>roof spaces which front a highway will ensure that the proposed structure avoids damage to the architectural and aesthetic character of the existing building, and maintains the integrity of the street scene;</p> <p>5. To maintain the visual quality of the street:</p> <ul style="list-style-type: none">a) The width of the extension should be less than or equal to half the width of the original frontage of the property <u>building</u>;b) The depth of the extension should be less than or equal to half the depth of the garden;c) The extension should respect the building line to all streets onto which the property <u>building</u> faces;d) The extension should be subordinate to the property <u>building</u>;e) The extension should be of materials that complement those of the existing building;f) Fenestration should complement the proportions and alignment of fenestration in the existing building; andg) The extension should maintain the open character of the plot, where this is a feature of the street scene; <p>6. Alterations and extensions to dwellings in flood zones 2 and 3 shall not have floor levels below those of the existing dwelling, and this should be demonstrated on the submitted drawings. This is to ensure the safety of the occupants;</p> <p>7. Alterations and extensions should respect the <u>character of the host</u> building and <u>its location's character</u> and should not result in unacceptable harm to heritage assets (whether designated or not) or their setting;</p> <p>8. Proposals for alterations and extensions to <u>dwellings buildings</u> in the countryside should be <u>are</u> proportionate to the size and scale of the original</p>
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			<p>dwelling building and must not adversely impact on the quality and character of the landscape or be detrimental to the rural setting; and</p> <p>9. Garages should be <u>are</u> set back six metres from the highway boundary. This is to enable a vehicle to stand clear of the highway while the doors are being opened or for cleaning or maintenance purposes.</p> <p>The Council will also apply the considerations set out above in assessing the impact of new build residential development on existing dwellings neighbouring or close to the proposal.”</p>
MM11	Paragraphs 9.94 – 9.96	245	<p><i>Replace paragraphs 9.94, 9.95 and 9.96.</i></p> <hr/> <p>9.94 The East Kent Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (Salford Housing and Urban Studies Unit, April 2014) reflecting the guidance in the now superseded Planning Policy for Traveller Sites (2012), recommended a need of seven traveller pitches for the period 2013-2027. However, the new definition of gypsies and travellers means that this requirement will need to be reviewed by more up-to-date evidence.</p> <p>9.95 Given this, the Council is currently working with a consortium of Kent local planning authorities in commissioning a new Gypsy and Traveller Accommodation Assessment. This evidence will be used to inform the Core Strategy Review.</p> <p>9.96 The Council is positive about providing appropriately located sites for members of the gypsy and traveller community. Given the low overall requirement for pitches identified in the 2012 assessment, a criteria-based policy will be used to provide flexibility in the location of the small amount of development required.</p>

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			<p>It is expected that some pitches will be provided on and adjoining existing permitted sites in the district, and such development will be supported by the local planning authority subject to Policy HB14 and other relevant policies.</p> <p>9.94 <u>The Folkestone & Hythe Gypsy and Traveller and Travelling Showperson Accommodation Assessment (Arc4, August 2018), reflecting the Planning Policy for Traveller Sites (2015), recommended a need for five permanent residential pitches, three to five transit pitches and two Travelling Showperson plots for the period to 2037.</u></p> <p>9.95 <u>The permanent housing needs have been met through the site allocation in Policy RM15 Land adjacent to ‘The Retreat’, Lydd Road, Old Romney. The outstanding transit need will be addressed in future development plans for the district, working in partnership with neighbouring authorities. The need for two travelling showperson plots can be met through additional development on the existing site.</u></p> <p>9.96 <u>The Council is positive about providing appropriately located sites for members of the Gypsy and Traveller community. Should a need arise over and above that identified in the GTAA 2018, or proposals come forward in advance of any future allocation, a criteria-based policy will be used to provide flexibility in the location. Development proposals will be supported by the local planning authority subject to Policy HB14 and other relevant policies.</u></p>
Chapter 10: Economy			
MM12	Policy E1: New Employment Allocations	p. 254	<p><i>Add new clause to the end of Policy E1 to cover employment allocations within the setting of the Kent Downs Area of Outstanding Natural Beauty (AONB).</i></p> <hr/>

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			<p>“Policy E1</p> <p>New Employment Allocations</p> <p>The sites identified below are protected for business uses under use classes B1 (business), B2 (general industrial) and B8 (storage and distribution), unless otherwise stated.</p> <p>...</p> <p>A proportion of non-business class uses (up to 25 per cent) will be permitted provided it can be demonstrated that:</p> <ol style="list-style-type: none"> 1. The use will add to the attractiveness and function of the employment site; 2. There is full justification of its location within the wider employment site; and 3. Proposals comply with other Local Plan policies, including those relating to Retail and Leisure. <p><u>Where allocations are within the Kent Downs Area of Outstanding Natural Beauty or its setting, there is a high quality of design that responds to the setting, paying particular regards to materiality, massing and roofscape.”</u></p>
MM13	Sub-heading	p.255	Existing Employment Allocations Sites
	Paragraph 10.26	p. 255	<p><i>Amend paragraph to extend marketing period to twelve months.</i></p> <hr/> <p>“Where employment sites are considered for alternative uses, the Council will expect any proposals to demonstrate why the <u>existing or former use is no longer appropriate site is no longer required</u>. This should be through an assessment of neighbouring uses, showing why it would not be viable to redevelop the site for new employment uses or, if the <u>site/property has been empty is vacant</u>, evidence of the that marketing that has taken place over the previous six <u>a continuous 12 months period</u>. <u>A marketing strategy should be agreed in advance with the local planning authority and should demonstrate that the property/site was marketed at a</u></p>

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			<p><u>price and associated terms that are commensurate with market values, based on evidence from at least three recent transactions for comparative properties. It should be accompanied by a record of the marketing literature and expressions of interest received, with full reasons given as to why any offer was not accepted.</u> It will also be necessary to show that the proposed new use would not undermine neighbouring employment uses.”</p>
	Policy E2: Existing Employment Allocations	p. 256	<p><i>Amend bullet point 2 to extend the marketing period to twelve months.</i></p> <hr/> <p>“Policy E2 Existing Employment <u>Allocations Sites</u></p> <p>Existing employment sites are protected for business purposes under classes B1 and B8. Proposals to fully or partly redevelop existing employment sites for alternative uses will be permitted provided that it is demonstrated that:</p> <ol style="list-style-type: none"> 1. The existing or former employment use is no longer appropriate in terms of neighbouring uses or impacts on the natural environment; or 2. The site or premises has been subject to sustained marketing over a six<u>12</u> month period prior to the submission of the planning application but the site or premises has remained unlet or unsold for all appropriate types of B class employment use and no reasonable offers have been received; ...”
MM14	Policy E5: Touring and Static Caravan, Chalet and Camping Sites	p. 260	<p><i>Amend bullet point 8 as follows.</i></p> <hr/> <p>“Policy E5 Touring and Static Caravan, Chalet and Camping Sites</p> <p>Proposals for the infilling, expansion and diversification of existing lawful touring and static caravan, chalet and camping sites will be permitted where:</p>

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			<p>...</p> <p>8. Change of use to permanent residential use will only be permitted where:</p> <ul style="list-style-type: none"> • The site is within an existing settlement boundary and is well-related to the built up area; • The site is acceptable in terms of highway access; • The proposal would not have a significant impact on the wider landscape and biodiversity; • It can be demonstrated that the accommodation is no longer required for holiday use; and • The sequential and exception tests have been passed for locations in Flood Zone 3.
Chapter 11: Retail and Leisure			
MM15	Policy RL2: Folkestone Major Town Centre	pp. 279- 280	<p><i>Amend title of Policy RL2. Delete bullet point 2 of criterion 1. Delete bullet point 2 of criterion 2. Consequential changes to the text of Policies RL1 and RL8</i></p> <hr/> <p>“Policy RL2 Folkestone Major <u>Main</u> Town Centre</p> <p>Within the designated town centre area (as identified on the Policies Map), planning permission will be granted for development that provides for a range of town centre uses that adds to the vitality and viability of the town centre, particularly where it can be demonstrated that the proposal would enhance the evening economy. Residential development will also be permitted on upper floors where it would enhance the vitality and viability of the centre and not lead to the loss of town centre uses or active frontages at street level.</p>

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			<p>1. Within the Primary Shopping Frontage (as identified on the Policies Map) development on the ground floor will be permitted for A1 (shops) and A3 (restaurants and cafes) uses. Other uses will be permitted in the Primary Frontages where:</p> <ul style="list-style-type: none"> • They fall within the National Planning Policy Framework definition of town centre uses; or • They fall under D1 (non-residential institutions) or C1 (hotel) uses and provide a complementary function to the town centre; and • They would not create a continuous frontage of two or more non-A1 (shops) uses; and • In the case of appropriate sui generis uses they would create an active frontage with a shopfront display and positively contribute towards providing a high quality environment and enhance the vitality and viability of the area. <p>2. Within the Secondary Shopping Frontages (as defined on the Policies Map) proposals for development, redevelopment or change of use for Class A1 (shops), A2 (financial and professional services) and A3 (restaurants and cafes), A4 (drinking establishments) and A5 (hot food takeaways) uses will be permitted, provided that:</p> <ul style="list-style-type: none"> • They fall within the National Planning Policy Framework definition of town centre uses; or • They fall under B1 (business), C1 (hotels), D1 (non-residential institutions) or D2 (assembly and leisure) uses, retain an active shop frontage and provide a complementary function to the town centre; and • They would not create a continuous frontage of three or more A5 (hot food takeaway) units. ...”
MM16	Policy RL3: Hythe Town Centre	p. 282	<p><i>Delete criterion 2 and renumber subsequent criteria.</i></p> <hr/>

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			<p>“Policy RL3 Hythe Town Centre</p> <p>Within the designated town centre area (identified on the Policies Map), planning permission will be granted for development that provides for a range of town centres uses that adds to the vitality and viability of the town centre.</p> <p>Within the Primary Shopping Frontage (as identified on the Policies Map) development on the ground floor will be permitted for A1 (shops) and A3 (restaurants and cafes) uses. Other uses will be permitted in the Primary Shopping Frontage provided that:</p> <ol style="list-style-type: none"> 1. They fall within the definition of town centre uses in the National Planning Policy Framework; or 2. They fall under D1 uses and provide a complementary function to the town centre; and 3. 2. They would not create a continuous frontage of two or more non-A1 (shops) uses; and 4. 3. In the case of appropriate <i>sui generis</i> uses they would create an active frontage with a shopfront display and positively contribute towards providing a high quality environment and enhance the vitality and viability of the area. <p>Development proposals within the town centre uses definition that cannot be located within Hythe Town Centre will be judged against Policy RL8.”</p>
MM17	Policy RL4: New Romney Town Centre	p. 284	<p><i>Delete criteria 2 and 5 and renumber remaining criteria.</i></p> <hr/> <p>“Policy RL4 New Romney Town Centre</p>

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		<p>Within the designated town centre area (identified on the Policies Map), planning permission will be granted for development that provides for a range of town centres uses that adds to the vitality and viability of the town centre.</p> <p>Within the Primary Shopping Frontage (as identified on the Policies Map) development on the ground floor will be permitted for A1 (shops) and A3 (restaurants and cafes) uses. Other uses will be permitted in the Primary Shopping Frontage provided that:</p> <ol style="list-style-type: none"> 1. They fall within the definition of town centre uses; or 2. They fall under D1 (non-residential institutions) uses and provide a complementary function to the town centre; and 3. 2. They would not create a continuous frontage of two or more non-A1 (shops) uses; <u>and</u> 4. 3. In the case of appropriate <i>sui generis</i> uses they would create an active frontage with a shopfront display and positively contribute towards providing a high quality environment and enhance the vitality and viability of the area; <u>and</u> 5. For change from a town centre use: <ul style="list-style-type: none"> • The proposed use is not detrimental to residential amenity; • There is evidence to demonstrate that there is no demand for the continued use of the premises for retail or community uses; • The existing use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least 12 months and no reasonable offers have been made; and • The proposed use does not threaten the vitality and viability of the town centre and retains an active frontage at street level. <p>Development proposals within the town centre uses definition that cannot be located within New Romney Town Centre will be judged against Policy RL8.”</p>
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Chapter 13: Transport			
MM18	Policy T2: Parking Standards	pp. 331- 332	<p><i>Amend the first paragraph and delete the seventh and eight paragraphs, as follows.</i></p> <hr/> <p>“Policy T2 Parking Standards Residential Parking</p> <p>Planning permission will be granted for schemes providing residential parking where the resident and visitor parking is sufficient and well integrated so that it does not dominate the street. The Council will use the standards in Table 13.1 above as a starting point, while also taking account of local context.</p> <p>...</p> <p>Non-Residential and Commercial Parking</p> <p>Planning permission will be granted for non-residential and commercial schemes where parking is provided in accordance with Table 13.2 above.</p> <p>A Transport Assessment (TA) will be required in support of planning applications where appropriate and required by the local planning authority in accordance with defined thresholds on development size and in accordance with national planning policy. For smaller schemes a Transport Statement may be satisfactory, subject to agreement with the District Council and Local Highway Authority at the pre-application stage.</p> <p>The purpose of an assessment in reference to residential parking is to provide a clear indication of how the proposed scheme impacts on any existing adjoining on-street residential parking. Wider issues, such as highway capacity and highway safety and accessibility by non-vehicle modes, must also be considered as part of an assessment.</p>

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			<p>Non-residential and commercial proposals that include parking will be required to provide for a minimum of 10 per cent of spaces for active and 10 per cent passive Electric Vehicle Charging points.</p> <p>...</p>
	Paragraph 13.27	pp. 333-334	<p><i>Amend supporting text at paragraph 13.27 with information deleted from Policy T2.</i></p> <hr/> <p>“The NPPF requires the submission of a Transport Assessment or Transport Statement for all developments that generate significant amounts of traffic movement (paragraph 32). In terms of these requirements:</p> <ul style="list-style-type: none"> • Transport Assessment - Developments over 80 dwellings (or others within Appendix B of the DfT’s ‘Guidance on Transport Assessment’) will normally require the preparation of a full Transport Assessment (TA). The scope of the TA should be agreed in advance with the local planning authority and should be in accordance with current national guidelines. It should assess both traffic impact and transport sustainability, including an assessment of how well a scheme addresses the needs of pedestrians of all ages, cyclists and non-motorised users, <u>and provide an assessment of how the proposed scheme impacts on any adjoining on-street residential parking.</u> A balance of the above choices, maintaining permeability and aesthetic quality, will be appropriate for new development; and ...”
Chapter 15: Climate Change			
MM19	Policy CC2: Sustainable Design and Construction	p. 370	<p><i>Add additional clause to end of Policy CC2 regarding viability, as follows.</i></p> <hr/> <p>“Policy CC2 Sustainable Design and Construction</p>

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			<p>Proposals for all new dwellings or for new non-domestic buildings will be permitted where:</p> <ol style="list-style-type: none"> 1. All new build housing is built to the higher water efficiency standard under Regulation 36(3) of the Building Regulations so as to achieve a maximum use of 110 litres per person per day including external water use where technically feasible and viable. Proposals should demonstrate that water efficiency and water re-use measures have been maximised; ... 6. The development provides discretely designed and accessible storage for waste, recycling and composting. <p><u>The standards achieved as detailed above may be a matter for negotiation at the time of the planning application, having regard to abnormal costs, economic viability, the feasibility of meeting the standards on a specific site and other requirements associated with the development. This should be based on quantitative financial evidence. Planning applications for extensions to commercial buildings should include sustainable design measures when applicants apply for planning permission, unless the improvements are not viable.”</u></p>
MM20	Policy CC5: Small Scale Wind Turbines and Existing Development	p. 376	<p><i>Amend bullet point 2, as follows.</i></p> <hr/> <p>“Policy CC5 Small Scale Wind Turbines and Existing Development</p> <p>Small scale wind turbines to provide energy for existing buildings will only be acceptable where proposals meet the following criteria:</p> <ol style="list-style-type: none"> 1. A single turbine is proposed for an existing building; 2. The scale of the turbine is not <u>overwhelming disproportionate in height and scale to the building and its local context in relation to the height of nearby buildings;</u>

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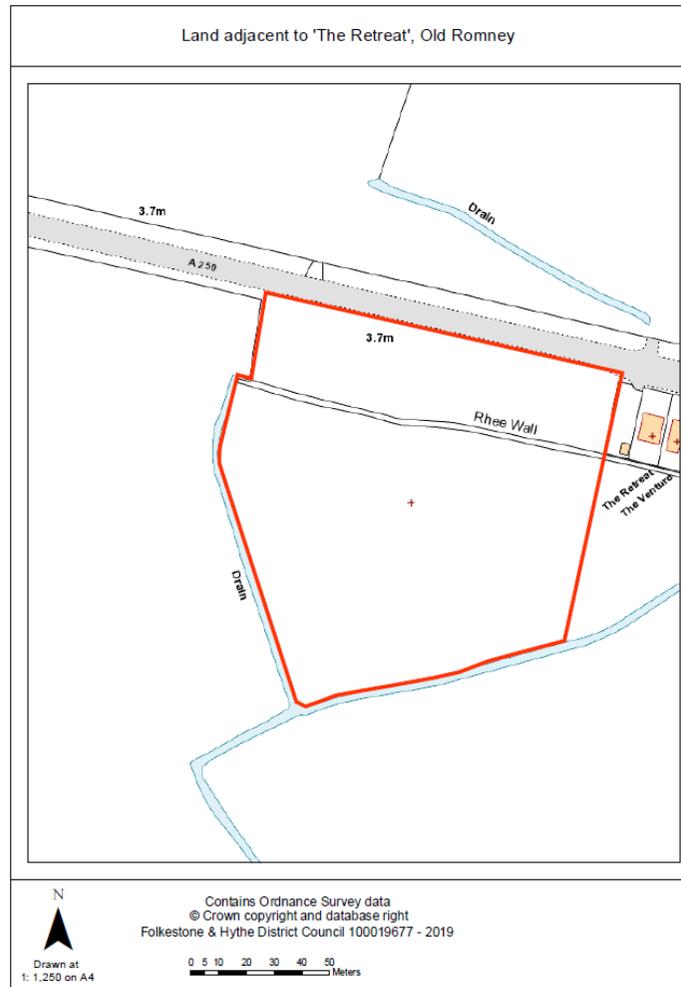
			3. There is no adverse impact on the setting of a Listed Building, a Conservation Area or other heritage asset; ...”
Chapter 16: Health and Wellbeing			
MM21	Paragraphs 16.14 and 16.15	pp. 382-383	<p><i>Amend paragraphs 16.14 and 16.15 to remove reference to a fast-food ‘exclusion zone’. Add examples of the work that the district council is undertaking to improve health.</i></p> <hr/> <p>“16.14 One way to tackle this is to manage takeaway developments near primary and secondary schools. Best practice suggests a distance of 400m to define the boundaries of a fast food ‘exclusion zone’, as this equates to a walking time of approximately five minutes. For the implementation of Policy HW1, the 400m distance will be applied using the most direct walking route from the proposed development to the closest pedestrian access point to the school grounds. The council funds a number of projects aimed at encouraging healthy eating and an active lifestyle. These include:</p> <ul style="list-style-type: none"> • <u>Shepway Sports Centre Trust – ‘Fit and Fed’ holiday hunger project;</u> • <u>Shepway Sports Centre Trust – bursary for volunteer coaches;</u> • <u>Folkestone Sports Centre Trust – archery seed funding;</u> • <u>Folkestone Sports Centre Trust – sports passports for under-privileged children; and</u> • <u>Gillingham Football Club – ‘Shape Up’ project - funding from the Local Children’s Partnership Group and statutory Community Safety Partnership. Cohorts of 12 challenging young people are referred to this programme. Individual team sports and educational / diversionary inputs are delivered over a six-week period with impressive results in terms of improved behaviour, fitness and wellbeing.</u>

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			16.15 <u>Promoting the health and wellbeing of the district is a clear priority of the council; it is taking a co-ordinated approach across a number of teams to achieve this.</u> Ideally this policy will form just one approach to this issue and the Council will also work with businesses to help them make a healthier offer to their customers.”
Policy HW1: Promoting Healthier Food Environments	p. 383	<p><i>Amend the first and second paragraphs of Policy HW1 to remove reference to an exclusion zone, as follows.</i></p> <hr/> <p>“Policy HW1 Promoting Healthier Food Environments</p> <p>The Council will refuse planning permission for new hot food takeaway shops that fall within 400 metres of the boundary of a primary or secondary school (the exclusion zone).</p> <p>The Council will only consider granting planning permission for new hot food takeaway shops outside the exclusion zone where:</p> <ol style="list-style-type: none"> 1. The percentage of hot food take-away shops in Town and District Centres does not exceed 5 per cent and in Local Centres does not exceed 10 per cent of retail units and the proposal complies with Policies RL2 to RL7 of this plan; ...” 	

Indicative site maps are also included in the Schedule to aid understanding but do not form part of the Main Modifications.

Add allocation to Policies Map to reflect the site boundary for Policy RM15 Land adjacent to 'The Retreat', Lydd Road, Old Romney, as illustrated below.



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Add designation to Policies Map to identify the Primary Shopping Area for Folkestone Main Town Centre. Extend primary shopping frontage to include the Bouverie Place Shopping Centre, as illustrated below, to correct omissions from Submission Draft plan.

