

Chapter Fifteen

AREA SPECIFIC POLICIES

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INTRODUCTION

15.01 A number of sites within the District are proposed for major mixed use developments or have existing uses which need to be controlled or are situated in particularly sensitive locations. While planning guidance is required, these sites do not readily fall into the general chapters of the Plan and the guidance in this chapter supplements the Plan's general policies.

BETTESHANGER COLLIERY

15.02 The former Betteshanger Colliery site is situated in a rural location. Adjacent to the pithead is a group of houses, built in the 1930s to accommodate colliery workers, known as the Colliery Circle. The majority of the spoil tip is on lower ground to the east of the A258. A small area of the site is notified as a SSSI and is also a Ramsar site. At one point the site is crossed by a bridge carrying the A258.

Colliery Pithead Complex

15.03 The colliery closed in 1989. The mine shafts have been filled and capped. The area around the mine shafts may be sterilised from built development, although it could accommodate roads, parking areas and landscaping. Some buildings have been demolished but those remaining are located on approximately 3.4 Ha. (8.4 acres). The site is located in the countryside, away from the main centres of population and workforce. It is situated in a sensitive location close to a SLA and is clearly visible from a number of vantage points, in particular, the A258 Deal to Sandwich road. In locational terms, the site is not sustainable. The site has not been allocated as there is uncertainty surrounding the site's ability



Former colliery offices, Betteshanger Colliery

to be developed during the Plan period. However, should the site come forward earlier than expected the Council would be prepared to permit only employment uses. The site is in need of environmental upgrading and it is likely that substantial investment will be required in both on-site and off-site infrastructure. The site is located close to residential properties and any proposals for redevelopment must safeguard residential amenity.

15.04 Although not the most suitable location, the redevelopment of the site for employment uses would bring economic benefits, and involve bringing back into use derelict and possibly contaminated land. The redevelopment of the whole site would be likely to generate very high levels of traffic and be particularly prominent in the landscape. Therefore, the Council supports, in principle, the redevelopment of part of the former colliery complex for B1, B2 and B8 employment uses. The redevelopment of the site for housing, retail or intensive recreation uses would not be acceptable.

15.05 Redevelopment of the site is likely to result in the need for highway improvements. This could be achieved by either improving the existing road network or preferably, the construction of a new road to the A258 to serve the site. Either option should ensure that nature conservation and landscape interests and residential amenity are not adversely affected. In order to assess the impact of any proposals on the transport network, the Council will require a traffic impact assessment to be carried out. This should examine, in detail, the opportunities for all travel options, including the potential use of the existing rail connection with the main line and measures to improve the accessibility to the site by public transport. There is an existing cycleway, which runs from Deal to the north west along the A258, and this should be extended into the site.

15.06 In the north west edge of the site, the sewage works, which served the colliery, still serves the residential properties in the hamlet of Betteshanger. These works should, therefore, be retained and any necessary improvements made to serve any future industrial development. It is likely that some further investment in other service provision will be needed if development of the site is to proceed.

15.07 All highway and utility improvements will need to be funded by the developer. Developers are also advised that the above is not an exclusive list of all the issues to be resolved. For example, detailed ground conditions are unknown and developers are urged to contact the Coal Authority on this matter. A study of ground conditions, covering stability and contamination will be required. Planning permission will only be granted if remedial measures have been agreed to remove or render harmless any contaminating substances. An assessment of the archaeological potential of the site should also be submitted with any application.

15.08 A scheme to generate electricity through the burning of tyres at the Colliery has been awarded a contract under the third round of the Non-Fossil Fuel Obligation (NFFO-3). The Council's stance on renewable energy generation is set out in Chapter 7. Before the Council could support this scheme more information is required. The main issues relating to such a proposal are likely to be traffic generation, visual impact, noise, emissions, effect on ecology, design of buildings and the disposal of ash residues.

Policy AS1

The re-use of existing buildings and/or the redevelopment of the former Betteshanger Colliery pithead, shown on Sheet 4 of the Proposals Map, for B1/B2/B8 employment uses will be permitted provided:-

- (i) a survey and evaluation is carried out to determine the extent of any contamination, and remedial measures proposed to ensure development of the site does not pose a threat to human health or nature conservation interests;**
- (ii) the amenity of neighbouring residential property is safeguarded;**
- (iii) new buildings are acceptable in landscape terms;**
- (iv) adequate highway and site access arrangements can be made and the development is acceptable in terms of travel demand;**
- (v) pedestrian and cycle links are made to Deal urban area; and**
- (vi) nature conservation and archaeological interests are safeguarded.**

In order to fully assess the impact of any proposals, the Council will require the submission of sufficient details of buildings, landscaping, traffic impact and parking. Additionally, the Council will seek to enter into a legal agreement relating to off-site highway improvements that may be necessary.

Environmental Appraisal

The policy contributes to the Objective of recycling of redundant resources. The policy is likely to contribute towards the Objectives of reducing pollution although the exact effects are unpredictable. The policy works against the Objectives of concentrating investment in urban areas and locating development so as to minimise the need to travel.

Colliery Spoil Tip

15.09 The spoil tip covers 94.7 Ha. (234 acres). Some 10 Ha. (25 acres) have been undisturbed for up to 50 years. Woodland, together with its associated vegetation, has become established on the bare shales. This area is of ecological value and should be protected in any proposals for the site. The tip still contains some substantial coal reserves which may provide potential for future extraction.

15.10 The spoil tip lies close to Deal urban area. The Council considers that the opportunity exists for restoring the tip to a range of uses, including establishing areas for nature conservation and the creation of community woodland through new broadleaved tree planting. Any instability and contamination problems could be overcome by working sewage sludge into the spoil. Using sewage sludge to restore contaminated land has positive implications in terms of sustainability, and would solve several environmental problems at once. The Council will support this type of proposal, providing it can be demonstrated that there would be no adverse impact on the adjacent nature conservation and amenity interests.

15.11 Low key recreational uses, such as walking and cycling, would be acceptable. This would only be in the longer term should the site be used for sewage sludge disposal. This may involve the creation of footpaths, cyclepaths, bridleways, picnic areas and interpretation facilities. Such a recreational facility would serve some of the informal recreation needs of the Deal urban area, while providing environmental benefits. Part funding for new planting may be available from the Forestry Commission. Additional funds may also be available from English Partnerships through the Derelict Land Grant Scheme.

15.12 Noisy sports are not considered to be appropriate at Betteshanger due to the open nature of the land between the spoil tip and Deal. The District Sport and Recreation Strategy¹ identified that there may be a need for 'pay and play' golf provision. Part of the spoil tip could be suitable for a 'pay and play' golf course, provided it was part of a mixed scheme, including areas for informal recreation and nature conservation.

Policy AS2

The restoration of Betteshanger spoil tip, shown on Sheet 4 of the Proposals Map, for low key recreation uses will be permitted provided that nature conservation interests are safeguarded, there is no damage to the existing ecological value of the site, adequate vehicle access and parking arrangements can be made available and pedestrian and cycle links are made to Deal urban area.

Development of part of the site as a 'pay and play' golf course would be permitted provided it was part of an overall scheme with informal recreation and nature conservation areas on the remainder of the site and the criteria set out above are met.

Environmental Appraisal

The policy works towards the Objectives of enhancing and managing habitats, species and landscapes, protecting open spaces, reducing pollution, recycling redundant resources, concentrating investment at urban areas, locating development so as to minimise the need to travel, and making alternatives to the motor car attractive. The policy would permit areas of coppice woodland and could therefore work towards the Objective of enabling renewable energy generation. No Objectives are adversely affected.

ROYAL MARINES SCHOOL OF MUSIC, DEAL

15.13 In Spring 1996 the Royal Marines School of Music (RMSM), relocated to Portsmouth leaving three major sites vacant within Deal. One of these, the East Barracks, has been converted for residential use. Policies AS3 and 4 provide the planning policy context for the re-use and redevelopment of the North and South Barracks.

15.14 A major theme of the Plan's policies is to provide a more appropriate balance between housing and jobs. The RMSM sites contain many historic buildings and features for which new uses must be found if they are to be preserved. The local economy is not sufficiently buoyant to guarantee occupation of these difficult sites for employment uses in the Plan Period. Therefore, and as an exception in order to protect the historic environment, residential development will be acceptable even though this is contrary to the Plan's strategy.

15.15 The RMSM site consists of the East, North and South Barracks. The three sites occupy 18 Ha. (44 acres) and provide a substantial amount of floorspace. Owing to the internal layout of some buildings, they are unsuitable for re-use. Within the site, there are numerous underground structures, such as air raid shelters. In developing any of the sites a traffic impact assessment will be required which demonstrates that proposals for one of the sites will not prevent the other sites from being developed.

15.16 The RMSM site is located within the urban area and well related to the workforce. It is close to the A258 primary route, has good rail connections with two stations within 1.6 km. (1 mile) and is easily accessible by public transport, walking and cycling. There are, however, specific historic and environmental constraints relating to each of the Barracks which need to be addressed. For this reason the North and South Barracks are dealt with separately.

North Barracks

15.17 The site covers approximately 5 Ha. (12 acres) and contains numerous buildings, including the main accommodation block and drill shed. The houses along North Barrack Road and the adjacent guardhouse are listed. Other important buildings on the site include the concert hall which, if upgraded, could be used as a community resource and should be protected. Most of the site is enclosed by walls, which make an important contribution to the townscape. Any proposals should, therefore, protect these walls.



Listed buildings on North Barrack Road, Deal

15.18 Other constraints include the presence of underground petrol tanks and air-raid shelters. The site may also be contaminated. Before a planning application is submitted, an investigation into the extent of underground works and contamination will, therefore, be necessary. Employment and/or residential uses may in part need to be served by a new access to be created from North Barrack Road at the north east corner of the site. This may involve demolishing an unlisted Gate-house lodge, and the existing drill shed. In order to fully assess the traffic implications of redevelopment, a traffic impact assessment will be required. Although parking provision will be dependent on the amount and type of new uses, it may be that this is the most suitable site to accommodate new parking should all three sites come forward for development at the same time.

15.19 A burial ground is situated in the north west corner of the site. In addition, following the 1989 bombing, a memorial garden has been laid out to the southern end of the site. Both these areas will need to be retained as Memorial Gardens with public access. Several important trees exist along the south eastern and north western edges of the site, which will need to be safeguarded.

15.20 Some 2.62 hectares (6.5 acres) of the eastern half of the site have been allocated by Policy LE2 for employment uses. It is estimated that conversion and redevelopment would contribute 6,600 - 10,500 sq.m. (72,400 - 113,000 sq. ft.) of floorspace toward the ED1 guidelines. The net developable area has been calculated by excluding the memorial garden. The employment development is anticipated to proceed in phases beginning with the Churchill Building and moving north eastwards. Progress will be assessed at the First Review of the Plan. Residential development on the allocated area of approximately 2.62 hectares (6.5 acres) suggests a potential yield of approximately 100 dwellings.

Policy AS3

The redevelopment and re-use of the Royal Marines School of Music North Barracks, shown on Sheet 4 of the Proposals Map, for B1/B2 employment, residential, community and/or institutional uses will be permitted provided:-

Continued

- (i) a survey and evaluation is carried out to determine the extent of underground works and any contamination, and remedial measures proposed to ensure development of the site does not pose a risk to human health;
- (ii) any residential development be confined to the allocated part of the site and the number of dwellings should not exceed approximately 100 units;
- (iii) the burial grounds and Garden of Remembrance for the Deal Bombing are retained as memorial gardens with public access to the Garden of Remembrance;
- (iv) development preserves the listed buildings, their settings and their special architectural and historic interest;
- (v) all important trees and walls are safeguarded; and
- (vi) the development is acceptable in terms of traffic generation.

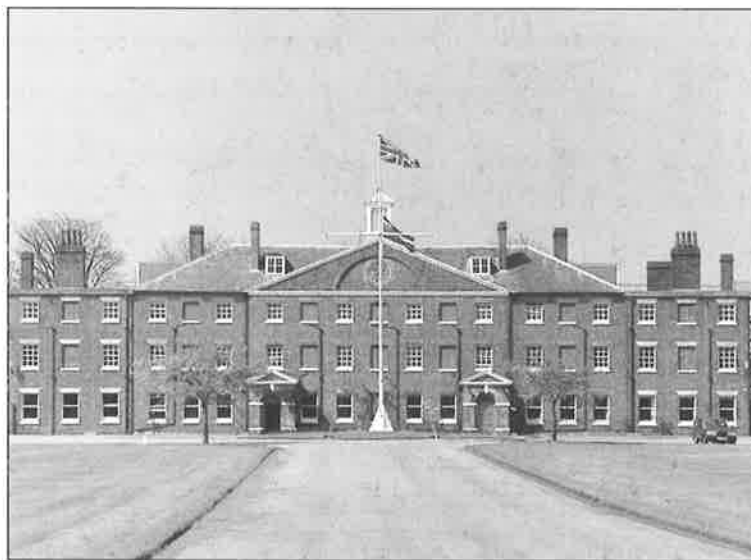
In order to fully assess the traffic implications a traffic impact assessment will be required.

Environmental Appraisal

The policy works towards the Objectives of protecting open spaces, reducing pollution, recycling resources, protecting the historic environment and concentrating investment at the urban areas. The policy is likely to work against the Objective of locating development so as to minimise the need to travel, the latter being dependent upon the level of housing permitted.

South Barracks

15.21 The site covers approximately 11 Ha. (27 acres) and is highly constrained by historic environment interests. St. Michael's and All Angel's Church has a very imposing interior, including many important memorials. The Former Cavalry Barracks, the Officers' Mess, the North Barrack Block, the Guard House, the former kitchen block to the rear (north west) of the Officers' Mess, and the main gateway, piers and flanking railings are listed. There is a presumption in favour of the preservation of listed buildings and their settings. Development should preserve or enhance the character or appearance of the South Barracks Conservation Area.



South Barracks, former Royal Marines School of Music, Deal

15.22 In addition, the spaces between and around buildings, and the grouping of buildings, are vital to the character of the site. Other than the area covered by the home/work complex study outlined below, all open spaces between and around buildings should, therefore, remain free from any built development apart from the replacement of existing ancillary and unsightly structures and their long term maintenance secured. Any replacement buildings should not exceed the floorspace of that demolished. The site is partially enclosed by brick walling, which makes an important contribution to the townscape. These walls should be retained. Within the site and along the south eastern and eastern edges of the site, there are several important trees which should be protected.

15.23 There are other constraints, including the presence of underground petrol tanks and air-raid shelters and the site may be contaminated. Before a planning application is submitted, an investigation into the extent of underground works and contamination will be necessary. A traffic impact assessment will be required to fully assess the traffic implications.

15.24 A large part of the site consists of an open grass drill ground and sports field. The former sports field is well located for the provision of publicly accessible open space and part of it should be used for this purpose. There are also sports facilities, including a gymnasium and squash courts which the Council would wish to see continue in such use. The Council considers that the most suitable use for the site would be leisure/tourism uses (for example, a hotel and leisure complex), where use could be made of the existing recreational facilities. There may also be the opportunity for dual use of recreational facilities, which would benefit the local community.

15.25 The residential conversion of the Mess buildings and buildings numbered 2, 6, 8, 9, 11, 12, 13, 14, 17,18, 23, 35, 36, 37 and 129 will be permitted. The area in the north east part of the site and bounded by Dover Road, Canada Road, the former stable block (building number 20) and the administration buildings facing the open space to the northeast of Jubilee Drive will be suitable for conversion and new build as part of a high technology home/work complex. A study has been commissioned to establish the viability of such a scheme. Alternatively, existing buildings would be suitable for residential with any new build on this part of the site being examined for the opportunity of affordable housing. Together with any dwellings arising from replacement floorspace (see paragraph 15.22), the total number of dwellings likely to be generated on the South Barracks as a whole is expected to be approximately 100-130. The totals reflect the facts that workspace will need to be provided in the home/work complex and that any possible affordable housing would normally be built to higher densities than market housing.

Policy AS4

The redevelopment and re-use of the Royal Marines School of Music South Barracks, shown on Sheet 4 of the Proposals Map, for leisure and tourism, institutional, residential and/or B1 employment uses will be permitted provided:-

- (i) a survey and evaluation is carried out to determine the extent of underground works and any contamination, and remedial measures proposed to ensure development of the site does not pose a risk to human health;**
- (ii) the long term future of St. Michael's and All Angel's Church is secured;**
- (iii) development preserves the listed buildings, their settings and their special architectural and historic interest; and preserves or enhances the character or appearance of the South Barracks Conservation Area;**
- (iv) other than the area covered by the home/work complex study, existing open spaces between and around buildings are retained unless used for replacement floorspace of demolished ancillary structures, recreational and educational uses and the long term maintenance of all open spaces is secured with publicly accessible open space created on the former sports field providing where practical for sports use;**
- (v) total residential use incorporating a home/work complex should not exceed approximately 100 units or, if no home/work complex is achievable, approximately 130 units if new build on the north east part of the site involves affordable housing. Housing may be permitted within the developed part of the site adjoining and oriented towards the existing grassed open space in the south west part of the site while this would preserve and enhance the setting of the Listed Buildings;**
- (vi) the former gymnasium is retained for community use;**
- (vii) all important trees and walls are safeguarded; and**

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(viii) the development is acceptable in terms of traffic generation.

In order to fully assess the traffic implications a traffic impact assessment will be required.

Environmental Appraisal

The policy works towards the Objectives of reducing pollution, recycling resources, protecting the historic environment and concentrating investment at the urban areas. The policy is likely to work against the Objective of protecting open spaces though this will largely depend on the siting of a new primary school.

ARMY CAREERS INFORMATION OFFICE, TOWNWALL STREET, DOVER

15.26 The Army Careers Information Office, previously the TA Centre, has been vacated and is available for development. The site lies within Dover urban area and a Groundwater Source Protection Zone. It is adjacent to Dover Castle Conservation Area and the Mote's Bulwark Scheduled Ancient Monument (SAM). The site is also below Dover Castle SAM and also occupies a key location at the entrance to Dover town from the port. Therefore, design will be a very significant factor in any proposal for this site.

15.27 The site is also adjacent the A20(T). Traffic implications will therefore be crucial. Policy TR2 states that new access directly onto primary routes will only be permitted in exceptional circumstances. Even if a new access is not created, the existing access may prove problematical.

15.28 The site's likely significance for archaeology is such that an investigation will be required in advance of development in accordance with a schedule of work to be agreed with the Council.

15.29 A variety of uses could be acceptable on the site, including office development, residential, tourist accommodation or tourism uses. The prime consideration will be the design of new buildings. Design and traffic considerations are likely to mean B2/B8 uses are unacceptable.

Policy AS5

Redevelopment of the Army Careers Information Office, shown on the Dover Inset and Sheet 6 of the Proposals Map, will be permitted provided:-

- (i) **there is no adverse affect on the Dover Castle or Mote's Bulwark Scheduled Ancient Monuments or their settings;**
- (ii) **it preserves or enhances the character or appearance of the Dover Castle Conservation Area;**
- (iii) **it is acceptable in terms of traffic generation and adequate site access arrangements can be made;**
- (iv) **the design and layout reflects the importance of the site as the entrance to the town;**
- (v) **there is no risk of pollution to groundwater sources; and**
- (vi) **provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the Historic Environment policies of this Plan.**

Environmental Appraisal

The policy works towards the Objectives of recycling redundant resources, protecting the historic environment, concentrating investment in the urban areas and locating major development so as to minimise the need to travel. No Objectives are adversely affected.

DOVER EYE HOSPITAL, NOAH'S ARK ROAD, DOVER

15.30 The Former Eye Hospital is sited in a sensitive location on the edge of the built-up area of Dover. The site rises steeply from Noah's Ark Road to the crest of a ridge which forms the top of the south side of Coombe Valley. The site is therefore prominent on the Dover skyline and warrants specific guidance on how it should be redeveloped.

15.31 The principle of allowing residential development on the site has been accepted through the granting of outline planning permission in 1995.

15.32 The site has been the subject of an archaeological excavation. Nothing of interest was discovered.

15.33 The site faces south and offers a good opportunity for design to maximise passive solar gain. New dwellings should be oriented within 30° of south and the main living rooms located on the southern aspect. The majority of glazing should be on the southerly aspect, with lower levels of glazing on the northern aspect.

15.34 The site contains areas of chalk grassland with numerous butterfly species. It also includes individual and significant areas of trees protected by TPO.

15.35 These constraints mean that any scheme must be very carefully designed. The far west of the site is not suitable for new building and should be used to accommodate gardens or public open space. The upper area to the east of the site should also be set aside as public open space. A comprehensive management plan will be needed to ensure the long term survival and management of grassland, woodland and public amenity spaces. Such a plan should not sub-divide woodland between individual plots, should maintain the ecological interest of the grassland and prevent dumping of garden refuse in these areas. Permitted development rights will be removed where these could lead to development impinging on the skyline of Dover.

15.36 The site is also within a Zone 1 for Groundwater Source Protection. Any development must ensure there is no pollution of the aquifer.

Policy AS6

The redevelopment of the Dover Eye Hospital, shown on Sheet 6 of the Proposals Map, for residential development will only be permitted if:

- (i) development does not impinge on the Dover skyline;**
- (ii) woodland areas are not sub-divided among the building plots;**
- (iii) a comprehensive management plan is agreed securing the long term future of woodland and grassland areas and public amenity space;**
- (iv) buildings are designed to maximise solar gain;**
- (v) there is no danger of pollution to groundwater sources; and**
- (vi) the development is acceptable in terms of traffic generation and access.**

Environmental Appraisal

The policy works towards the Objectives of managing and enhancing habitats, species and landscapes, identifying open spaces for protection, making development more energy efficient, recycling redundant resources, concentrating investment in the urban areas and locating development so as to minimise the need to travel. No Objectives are adversely affected

DOVER WESTERN DOCKS, DOVER

15.37 The Dover and Western Parishes Local Plan recognised that the Western Docks would be subject to significant change with the opening of the Channel Tunnel. The Railway Station has closed (see Policy LE26) and a planning application for the redevelopment of the Docks was approved in July 1994. This permission has now lapsed and there is a need to provide up to date guidance on the uses which would be acceptable.



Dover Western Docks

15.38 The site is considered suitable for a mixed use scheme including employment, housing, retail and tourism. Policy LE2 allocates 5 Ha. (12.4 acres) at the Western Docks for B1/B2/B8 development to provide for lost jobs in the Port and to assist in generating investment in the urban area. This site can meet the need for a high quality office development and so help diversify the local economy. The Council will expect any resulting uses to be accommodated in well designed premises, in keeping with the high profile water front setting and location on one of the main routes into Dover. For instance, metal clad structures and geometrically monotonous building designs will not be acceptable.

15.39 The 1994 permission included a foodstore (5,570 sq. m.) and non-food retail (7,700 sq. m.). Since that permission was granted PPG6 has been revised and a factory outlet opened on the site previously proposed for the foodstore. A foodstore within the Docks is no longer considered appropriate. The previous location was sufficiently close to allow for linked trips. No other location within the Western Docks is considered to offer the potential for linked trips. In addition, there is no identifiable need for a foodstore. Comparison floorspace should be designed and located so as to sustain and enhance the town centre and accord with the sequential approach.

15.40 Residential development has been provided for as part of a mixed use scheme. The residential element should not exceed 210 units, including 20% for affordable housing. The Western Docks also has great potential for tourism and leisure uses, particularly water-based. A flourishing marina has been established in Wellington Dock and the Tidal harbour. This forms part of the Cross Channel Marina Network. Should expansion of marina facilities be required, further moorings could be located within Wellington Dock, the Tidal Harbour or Granville Dock. The redevelopment of the Docks could also include a hotel and other tourism/leisure uses. Should leisure uses be proposed these would need to satisfy the requirements of the 'sequential approach', as set out in Policy OS6.

15.41 The site, contains the listed Western Docks Railway Station (see Policy LE26) and is adjacent to the Waterloo Crescent Conservation Area. There are also three Scheduled Ancient Monuments, which would be affected by development of the site. These are the Armstrong Gun Turret on Admiralty Pier, the Fairburn Type Crane at Wellington Dock, and Archcliffe Fort (the latter is not within the site, although could be affected by any redevelopment). Development should preserve and enhance these important historic interests. In the vicinity of the Western Docks is an area of Medieval Harbour, which is known to have been located in the area now occupied by Wellington Dock and Quay. However, the boundaries of this area are unknown and it is therefore felt to be inappropriate to include the Medieval Harbour on the Proposals Map. The area is very significant for archaeology, and consequently development at the Western Docks will require an archaeological evaluation to be undertaken.

15.42 Should the development result in the need for infrastructure works these will need to be funded by the developer.

Policy AS7

Dover Western Docks are allocated for a mixed use redevelopment. Appropriate uses include; B1/B2/B8 employment uses, non-food retail, residential and tourism/leisure.

Permission will only be granted if:

- (i) B1/B2/B8 employment use is provided for in accordance with Policy LE2;
- (ii) non-food shopping floorspace accords with the sequential approach, and is designed and located so as to sustain and enhance Dover town centre;
- (iii) residential development does not exceed 210 units, including 20% for affordable housing;
- (iv) leisure uses accord with the sequential approach set out in Policy OS6;
- (v) design of the new development respects the site's waterfront setting and location on one of the main routes into Dover;
- (vi) there is no adverse effect on the Scheduled Ancient Monuments or their settings and development preserves listed buildings or their settings;
- (vii) development preserves or enhances the character or appearance of the Waterloo Crescent Conservation Area and its setting;
- (viii) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the archaeological policies of this Plan; and
- (ix) the developer funds any necessary infrastructure.

Environmental Appraisal

The policy works towards the Objectives of reducing pollution, recycling resources, protecting the historic environment, concentrating investment at the urban areas, locating major development so as to minimise the need to travel, and making provision for alternatives to the car. The policy works against the Objective of locating major generators of freight and heavy goods movements to enable the use of rail or water.

OLD PARK BARRACKS, DOVER

15.43 The Old Park Army Barracks has been closed and declared surplus to requirements by the Ministry of Defence (MoD). Therefore, an opportunity exists to re-use formerly developed land within the urban area. The site, including undeveloped areas, totals some 78 Ha. (193 acres). A Planning Brief has been prepared for the site, which will form supplementary planning guidance. Planning permission has also been granted for a mixed use scheme consisting largely of B1/B2/B8 employment uses and residential development.

15.44 The site comprises a number of buildings previously used for operational purposes, including extensive sport facilities. In addition, there are a number of residential dwellings in the north west corner of the site. These have recently been refurbished and, in the medium term, will be retained for MoD purposes. The remainder of the site consists of playing fields and an area of woodland. The woodland also falls within a SNCI and a Green Wedge, which are protected by Policies CO6 and OS4 respectively.

15.45 The site is visible from a number of vantage points within the town and beyond, such as from the A2 to the north west. Great care will need to be taken in the design and location of new buildings, in order to preserve and enhance these views. In particular, screening to the north of the site should be strengthened where views of existing development are readily gained.

15.46 While there are no recorded archaeological remains on the site, redevelopment involving substantial earth works will require an archaeological evaluation, in accordance with the requirements set out in Chapter 9. The site is also host to a number of wildlife habitats, which should be safeguarded and managed. Wider public access should also be secured to Old Park Wood and Old Park Hill for informal recreation, while at the same time safeguarding and enhancing the area's nature conservation value. A comprehensive management scheme will need to be prepared.

15.47 The need to provide jobs in Dover is outlined in Chapter 3 and Policy LE2 allocates 35 Ha. (86 acres) of land at Old Park for employment uses. To meet this demand, the Council considers the existing operational area could be redeveloped to provide a high quality business park. It may also be appropriate for port related uses, including storage and distribution, but imported car storage will be resisted. The need for additional jobs coupled with an over-supply of housing means that residential development will be restricted to a maximum of 250 units, including the refurbishment of existing properties. The Dover Transport Museum currently occupies temporary facilities at Old Park. The policy allows for this to be made a permanent facility by allowing for a small-scale element of tourism use within the employment allocation, provided it would not prejudice the overall development as a business park.

15.48 In view of the existing range of buildings within the Barracks and its landscape setting, the site would also lend itself to an institutional use (Use Class C2) such as a college or training centre. Retail, large scale leisure and tourism uses should be located within the town centre where they are easily accessible. However, a recreational use, such as a sports academy which would require substantial areas for outdoor use would also be appropriate.

15.49 Supplementary planning guidance for the site sets out the preferred highway improvements, which will be allied to improved access arrangements to the White Cliffs Business Park (WCBP). These improvements have been carried out.

15.50 Opportunity must be made by the developer to provide for access to and from the site by bicycle, foot and public transport. In particular, separated cycle lanes throughout Old Park, and appropriate pedestrian and cycle routes linking the site with Melbourne Avenue, WCBP, Whitfield Hill via the roundabout and Buckland via Old Park Hill, will be required.

Policy AS8

Proposals for the redevelopment of Old Park Barracks, shown on Sheet 6 of the Proposals Map, for B1/B2/B8 employment, port related, residential, leisure and institutional uses will be permitted provided that a comprehensive scheme for the site is prepared where:-

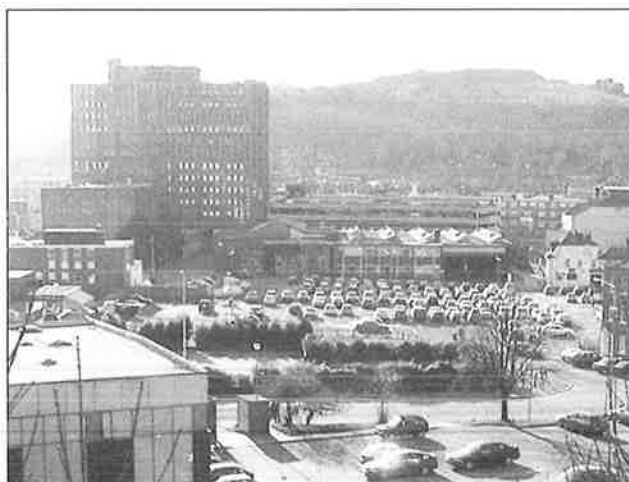
- (i) employment and/or port related uses cover 35 hectares of the site, excepting for an element of tourism use;**
- (ii) any residential element does not increase the total number of dwellings on site to more than 250 units;**
- (iii) adequate vehicle access and highway arrangements can be made;**
- (iv) development does not impinge on the skyline of Dover;**
- (v) substantial landscaping and screening is provided throughout the site;**
- (vi) provision is made at Old Park Wood and Old Park Hill for wider public access for informal recreation allied with measures to safeguard, enhance and ensure the long term maintenance of the area's nature conservation value;**
- (vii) provision is made for safe and convenient pedestrian and cycle routes to link the site with Melbourne Avenue, White Cliffs Business Park, Whitfield Hill via the roundabout, Whitfield village and Buckland via Old Park Hill; and**
- (viii) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the archaeological policies of this Plan.**

Environmental Appraisal

The policy works towards the Objectives of enhancing and managing habitats, species and landscapes, reducing pollution, recycling redundant resources, protecting the historic environment, concentrating investment at the urban areas, locating development so as to minimise the need to travel, providing alternatives to the motor car, and locating major generators of freight and heavy goods movements to enable the use of rail or water. The effect of the policy on the Objective of enabling the generation of energy from renewable resources is unclear. The policy works against the Objective of protecting open spaces.

ST. JAMES'S AREA, DOVER

15.51 This site has a key location within the town centre, close to the primary road network and public transport connections. It lies between the Castle slopes and the Western Heights, immediately behind the seafront/harbour, and straddles the recently upgraded A20. The site is a fundamental part of the link between the seafront and the town centre but, at present, is generally under utilised and consists largely of surface car parks and a number of buildings built during the 1960s. In order to improve the appearance of the area and add to the general prosperity of the town, the Council considers the opportunity exists for substantial redevelopment and environmental improvements.



St. James's area looking towards the Western Heights

15.52 The Dover and Western Parishes Local Plan allocates the existing Russell Street surface car park for a new multistorey car park and gives support to traffic management measures in this area. However, due to uncertainties over the level of parking which will be needed and over funding, it is considered that the allocation is no longer appropriate. It is, nevertheless, vital that any redevelopment proposals take account in their layout and design of the need for public town centre car parking. Proposals which would prevent, or prejudice, the provision of such public parking will not be permitted.

15.53 The Council has appointed consultants to examine the redevelopment prospects and scope for environmental improvements in a much larger area than that shown on the Proposals Map. In 2000 the Council commissioned consultants to prepare a development brief for the site. This was subject to public consultation and has been adopted as Supplementary Planning Guidance. The redevelopment of the area shown on the Proposals Map will take place over a number of years and is, therefore, seen as a long term project. It is currently in several ownerships and uses. Redevelopment is, therefore, dependent on site assembly and the relocation of existing uses. Every effort will be made to resolve any land ownership issues through negotiation but, as a last resort, the Council is prepared to use its Compulsory Purchase powers. Policy AS9 sets out the basic requirements of any scheme.

15.54 The site is suitable for a mixture of uses, including employment (particularly offices), retail, leisure and tourism. This would accord with the sequential approach set out in PPG6. The Council's Sport and Recreation Strategy¹ identifies this as the location for major sport and recreation facilities. The site's prominent location means careful attention to design will be necessary. Metal clad structures are not considered to be suitable. Camden Crescent car park was formerly the site of a hotel and subsequently has had permission for a new hotel. It is, therefore, considered suitable for tourist accommodation. It is estimated that the site could accommodate up to 100 dwellings, including an element of affordable housing.

15.55 The shopping chapter sets out that the preferred location for new comparison floor space is within the town centre. The majority of this site lies within the town centre and an element of retail floorspace would, therefore, be acceptable. The site is easily accessible by public transport, cyclists and pedestrians and proposals should complement rather than compete with existing facilities in the town centre. It is, therefore, vital that strong pedestrian links are made to the Market Square and Castle Street areas, whilst enhancing pedestrian and cycle connections with the seafront.

15.56 The site falls within the Dover Town Centre of Archaeological Importance and the area is known to have archaeological significance. A detailed archaeological evaluation will, therefore, be required. In addition, the north east corner of the site contains the remains of St. James's Church, a Scheduled Ancient Monument. It also adjoins and partly falls within Dover Castle Conservation Area. Any proposals must preserve or enhance the character or appearance of the conservation area. In particular, proposals must respect the character of Castle Street and retain the important views of Dover Castle. The site is a key location at the entrance to both the town and the British Isles, and is highly visible from Dover Castle and the Western Heights. Proposals will be required to be designed in scale with the historic grain of development in Dover, use appropriate materials, and present attractive views from Townwall Street, the Harbour, and high view points adjoining the town.

15.57 The location of new uses within the site is flexible. There may be scope to rearrange the existing street pattern to enhance redevelopment and provide environmental improvements. Adequate access to the site and the road network will need to be provided. In order to fully assess the traffic implications of any scheme, a traffic impact assessment will be required.

Policy AS9

The redevelopment of the St. James's Area, shown on the Dover Inset of the Proposals Map, for a mixed use scheme including B1 employment, retail, residential, leisure and tourism uses will be permitted provided that any new development:-

- (i) maximises the use of the upper floors of buildings;**
- (ii) is designed to reflect the site's important location, and the importance of views from Dover Castle and the Western Heights and the setting of Dover Castle and St. James's Church Scheduled Ancient Monument;**
- (iii) provides strong pedestrian and cycle links to the Market Square, Castle Street and Dover seafront;**
- (iv) provides adequate access and parking arrangements including provision of public parking;**
- (v) provides for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the archaeological policies of this Plan; and**
- (vi) incorporates environmental improvements to the whole area, including the riverside walk.**

In order to fully assess traffic implications any planning application will need to be accompanied by a traffic impact assessment.

Environmental Appraisal

The policy works towards the Objectives of reducing pollution, recycling redundant resources, protecting the historic environment, concentrating investment in urban areas, locating development so as to minimise the need to travel, and providing alternatives to the motor car. No Objectives are adversely affected.

CHURCH FARM, EAST LANGDON

15.58 A specific opportunity exists for new housing at the Church Farm site in the village of East Langdon (a RS2 settlement). The Church Farm site is adjacent to the village green, St Augustine's Church and the countryside. It contains a number of agricultural buildings and a pond. The site is sensitively located as it is within a Conservation Area, is adjacent to a Listed Building and is a high profile site in the village. Given the site's constraints, its capacity will be determined through the development control process.

15.59 To achieve a high quality design in keeping with the area's character, the pond should form an integral part of the development. The developer should ensure that nature conservation and safety issues are appropriately addressed for the pond and that it is enhanced visually. New buildings should be set back from The Street and Church Lane and boundary treatments should respect the site's setting. Proposed development should reflect the farmyard context. Owing to its rural setting, it is important that open spaces are retained around buildings. The sensitive nature of the site means it is not suitable for development in depth. In consequence, the western part of the site lies outside the village confines and is not considered suitable for redevelopment. The buildings on this area should be demolished and the land returned to pasture or landscaped. Additionally, proposed development for the whole site should enhance views of St Augustine's Church from The Street. Parking areas should be well screened and not dominate the streetscape, while vehicle access should be provided from the current access off Church Lane.

Policy AS10

Planning permission for residential development of the Church Farm site, shown on Sheet 6 of the Proposals Map, will be permitted provided:-

- (i) the development does not adversely affect the setting of the adjacent listed building; and preserves or enhances the character or appearance of the East Langdon Conservation Area;**
- (ii) built development should be set back from The Street and Church Lane and avoid development in depth;**
- (iii) the pond is enhanced for its visual and nature conservation interest and safety considerations are appropriately addressed;**
- (iv) the agricultural buildings, located on the western boundary and outside the village confines, are demolished and the area is appropriately landscaped or returned to pasture;**
- (v) the development enhances views of St Augustine's Church from The Street;**
- (vi) car parking is well screened from The Street and Church Lane; and**
- (vii) vehicle access is provided from the current access off Church Lane**

Environmental Appraisal

The policy contributes to the Objectives of managing and enhancing habitats, species and landscapes, recycling redundant resources, protecting or enhancing the historic environment and allowing development in rural settlements consistent with their size and function. The effect of the policy on the Objective of maintaining and enhancing the provision of basic services in the village is unclear. The policy works against the Objectives of concentrating investment at the urban areas and locating development so as to minimise the need to travel.

EASTRY HOSPITAL

15.60 The majority of Eastry Hospital closed in March 1997. A small part of the complex to the north west of the site, comprising The Villa and Appledore, is to be retained in use. The remainder of the main site has been vacated.

15.61 The site is constrained by historic environment and landscape interests. One listed building fronts onto Mill Lane and falls within the Eastry Conservation Area. Any proposals for the site must preserve or enhance the character or appearance of the conservation area and must preserve the listed building and its setting. The site also contains a chapel, which should be retained. The retention of remaining buildings on the site should be examined within the context of a planning application. Planning permission for two,

six bed residential care units and associated car parking on the south west part of the site was granted in November 1993. One of the care units has been built.

15.62 The site is bordered along its southern boundary by the North Downs Special Landscape Area. Existing buildings are visible from long distances and, in particular, the A256 Dover to Sandwich road. Any proposals should ensure that visual interest is not harmed with any new development concentrated towards the frontage of the site, providing a soft edge to the village. In particular, structural landscaping should be provided along the southern boundary of the site. Other open areas within the site contribute to the setting of the listed buildings and the conservation area and should be kept free from any built development. In this respect, the Chapel, the buildings on the back edge of Mill Lane and the building fronting the access should be retained and incorporated into any redevelopment of the site as this would assist in preserving the special character or appearance of the conservation area.

15.63 The archaeological importance of Eastry in the late prehistoric, Roman and the Anglo Saxon period is considerable and a detailed evaluation may be required. Proposals should ensure that archaeological interests are safeguarded.

15.64 There are access difficulties to the site. The existing junction of Mill Lane/High Street/Lower Street/Church Street/Brook Street is substandard and a traffic impact assessment will be required. Any material increase in traffic, which would cause an increased use of the junction, will not be acceptable. Improvements to the access to the site and to the junction in the centre of the village will only be sought in the event of additional traffic being generated by any redevelopment proposals for the site and will be directly related to those needs. Improvements which are required on this basis will be funded by the developer and will be limited to works which are compatible with the historic environment. Access to the site from Mill Lane will need to meet the vision splay requirements of the Highway Authority. However, any access should minimise its effect on the street scene, including roadside banking, hedging and trees.

15.65 The hospital was an important employer in the rural area. Its closure has resulted in the loss of a significant amount of local jobs. In the interests of providing employment close to where people live and to accord with the Plan's general thrust of restraining residential development in the rural area, the existing buildings should be converted to employment and community uses. It is unrealistic to expect the whole site to be maintained in employment use. However, the site should have the capacity to accommodate 2,500 sq. m. of employment floorspace. In addition, Eastry is a large village and includes a range of services. Consequently, Eastry is designated as a RS3(a) village in terms of the Structure Plan and an element of housing has been allowed for at this site. In the context of the Plan's strategy of restraining rural housing, 40 houses is considered to be an appropriate level of provision on this site. Given the restrictive nature of the surrounding highway network, large scale retail, hotel or leisure uses would not be acceptable. Community uses, such as a sports hall or telecentre, would be acceptable.

Policy AS11

The re-use of Eastry Hospital, shown on Sheet 4 of the Proposals Map, for a mixed use scheme including B1 employment, institutional, community and residential uses will be permitted provided:-

- (i) the development preserves the listed building, its setting and features of architectural and historic interest and preserves or enhances the character or appearance of the Eastry Conservation Area;**
- (ii) any proposals ensure that visual interest is not harmed, and do not lead to a stark or less loose-knit definition between the village and the surrounding countryside and in particular provide for structural landscaping along the southern boundary of the site;**
- (iii) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the archaeological policies of this Plan;**

Continued

- (iv) **the amenity of surrounding residential occupants is safeguarded;**
- (v) **any road improvements arising from the development are funded by the developer and limited to works which are compatible with the historic environment; and**
- (vi) **residential development is restricted to a maximum of 40 dwellings.**

In order to fully assess the impact of any proposals, the Council will require the submission of full details of buildings, landscaping, traffic impact and parking.

Environmental Appraisal

The policy works toward the Objectives of recycling redundant resources and protecting the historic environment. The policy works against, or is likely to work against, the Objectives of reducing pollution, concentrating investment at the urban areas, limiting housing development in rural areas and locating development so as to minimise the need to travel.

BOYES LANE, GOODNESTONE

15.66 The village confines for Goodnestone (classified as a RS3(b) settlement) have been drawn to include potential for infill and minor residential development. Owing to the exceptional historic and architectural quality of the village, its capacity to successfully absorb additional development will be determined by careful consideration of conservation and design issues in light of the Conservation Area Character Assessment for Goodnestone.

15.67 However, a specific opportunity exists on land fronting Boyes Lane and Sadlers Hill. It is considered that the size of this site, and the potential impact which development here could have on the character and appearance of the village, merit policy guidance. The Boyes Lane site is located within the Conservation Area and is adjacent to the countryside. The hedgerow, along the site's frontage to Boyes Lane, is a significant feature that assists to screen the site when viewed from Catsole Hill. Additionally, the village confines have been drawn to minimise visual impact of new development when viewed from Catsole Hill. Owing to the site's sensitive location, the quality of design is paramount and its capacity will be determined through the Development Control process. Built development should front Boyes Lane and Sadlers Hill. Car parking should be sensitively located to ensure it is well screened when viewed from Boyes Lane and Sadlers Hill. Only one vehicular access point should be provided to the site. Vehicle access will be from Boyes Lane and it should be designed to minimise hedgerow disturbance.

Policy AS12

Planning permission for residential development of the Boyes Lane site, shown on Sheet 3 of the Proposals Map, will be permitted provided:-

- (i) **the development preserves or enhances the character or appearance of the Goodnestone Conservation Area;**
- (ii) **built development fronts Boyes Lane and Sadlers Hill;**
- (iii) **the majority of the hedgerow on the site's Boyes Lane frontage is preserved;**
- (iv) **carparking is well screened from Boyes Lane and Sadlers Hill; and**
- (v) **a single vehicle access point is provided off Boyes Lane.**

Environmental Appraisal

The policy contributes to the Objectives of protecting or enhancing the historic environment and allowing development in rural settlements consistent with their size and function. The effect of the policy on the Objective of maintaining and enhancing the provision of basic services in the village is unclear. The policy works against the Objectives of protecting the countryside from non-essential development, concentrating investment at the urban areas and locating development so as to minimise the need to travel.

LYDDEN CIRCUIT

15.68 The Circuit is a long established venue for motor sports and adds to the visitor attractions in the Dover area. It is located just south of the A2, accessed from an unclassified country lane, which leads from the A2 to Wootton, and lies within an Area of Outstanding Natural Beauty (AONB) and a Special Landscape Area (SLA). The majority of the site lies within a Groundwater Source Protection Zone 2, whilst a small part lies in a Zone 1.

15.69 For many years the site operated on the basis of a series of temporary permissions. In 1986, permanent permission was granted, subject to conditions restricting frequency and type of use, and safeguarding amenity. The major constraints on the use of the Circuit stem from disturbance to local residents, particularly those at Wootton, Shepherdswell and Coldred, its location in a very sensitive landscape and poor access.

15.70 The opportunity arose in the early 1990's for the Council to secure both environmental improvements and significant employment benefits through a proposal to redevelop the Circuit, for which outline planning permission was granted in 1991 and extended in 1994. The permission was for a test track for Formula One cars and road silenced sports cars, a circuit for a limited amount of racing and the erection of a 23,234 sq. m. (250,000 sq. ft.) factory for research, development and production of Formula One racing cars and a new 'on the road' up-market sports car. Development has now started on the implementation of this planning permission.

15.71 Since permission was given for the circuit's redevelopment, the Government has re-iterated its view, in revising PPG7, that policies and decisions affecting AONB should favour the conservation of the natural beauty of the landscape and it would normally be inconsistent with the aims of designation to permit major commercial development in these areas. Additionally, permission has recently been given by the Secretary of State for the relocation of the research, development and production facilities in Surrey. Other sites within Dover have become available for business use since the permission for Lydden Circuit was first granted. Given these changed circumstances, any future proposals for development at or the redevelopment of, Lydden Circuit, should be assessed against policies of the development plan, and, in particular be assessed against policies (including national policies) for the AONB.

Policy AS13

Proposals to expand the use of Lydden Circuit for motor sports or intensify its frequency will be refused. Only development ancillary to its existing use will be permitted.

Environmental Appraisal

The policy works towards the Objective of protecting the countryside from development. No Objectives are adversely affected.

RAMSGATE ROAD AREA, SANDWICH

15.72 To the north of Sandwich, the Ramsgate Road area is important both for industry and as a gateway to the District. It is, however, in need of environmental improvement. Many sites and buildings are derelict and, as a whole, the area does not sit easily with the historic town of Sandwich. In addition to environmental improvements, there are several site specific land use issues which need to be addressed. This area is very important in environmental terms as it forms part of the setting for Sandwich and

Richborough Castle, and is adjacent to areas of national and international importance for nature conservation. It is also rich in archaeological remains.

15.73 The Kent Waste Local Plan includes the provision of a waste-to-energy plant and a waste recycling facility on land at and to the south of Richborough Power Station. Policy CA4 of the Construction Aggregates section of the Kent Minerals Local Plan identifies Port Richborough as a suitable location for a depot/wharf for the importation of aggregates. Policy LE16 of this Plan considers the potential for freight use of Port Richborough. Some landscape improvements to the area have already been carried out by Pfizer Ltd. The Council wishes to encourage the upgrading of the whole area. In considering proposals for development, a high standard of design and landscaping will be required. Funding may also be available through English Partnerships, SEEDA or the Countryside Agency. The Council will encourage a programme of environmental improvements for the Ramsgate Road area. The Council will also seek, through negotiation on planning applications, to implement a riverside walk.

15.74 From Sandwich town to the A256, some environmental improvements have already taken place at the Pfizer works. With Pfizer acquiring and redeveloping the Richborough Business Park (RBP), it is anticipated that the general improvement to the western side of Ramsgate Road will continue.

15.75 Of particular importance is the need to screen views of RBP from Sandwich. In the interests of the setting of Sandwich and the need to retain views into the town from the north, however, screening should be located along the southern boundary of RBP, with the road verges south into Sandwich kept free from further planting. Land between Ramsgate Road and the A256 has been allocated for the expansion of Pfizer. It is expected that any new development here can be catered for in an environmentally sensitive manner (see Policy LE9).



Environmental improvements along Ramsgate Road, carried out by Pfizer Ltd

15.76 On the eastern side of Ramsgate Road, the redevelopment of the Sandwich Industrial Estate should bring about further environmental improvements (see Policy AS15), whilst Policy OS8 deals with Stonar lake. To the north of Stonar Lake, further improvements are considered desirable. However, in many places, the land within the highway boundary is very narrow and planting will need to be carried out within site boundaries.

15.77 Along the A256 to the north of Pfizer, considerable improvements are needed and several land use issues arise.

15.78 Pfizer Ltd have constructed an effluent treatment plant to the east of the roundabout on the A256. This includes significant landscaping, which has improved the general environment of this site. North of this, there is a need for environmental improvements and the Council will seek to implement such a scheme. Where this can not be done along the highway, the Council will encourage existing users to undertake planting on land within their ownership. When sites are redeveloped, the Council will require any scheme to incorporate a significant element of landscaping. Of particular importance is the height of buildings. The landscape in this area is open and buildings can be seen from a considerable distance. The Council will also require a detailed survey of development sites to establish whether contaminants are present and, where they occur, take measures to ensure that they pose no threat to human health or the adjacent nature conservation sites.

15.79 It is planned to upgrade the A256 from Pfizer northwards to the Lord of the Manor roundabout in Thanet. This will offer an opportunity to implement an environmental improvement scheme.

15.80 The whole area is at risk from predominantly tidal flooding and development likely to reduce flood storage will not be permitted. The Environment Agency is concerned about landraising in the policy area. Consequently, should landscaping proposals include land raising the Council will consult the Environment Agency.

15.81 In addition to this general guidance, there is a need for specific consideration of some sites within this area.

Ambrosetti and Autocar Car Storage Depots

15.82 To the east of the A256, the Autocar storage depot is now vacated and it is possible that the Ambrosetti site may also become available during the Plan Period. Part of the Autocar site has been re-used as a go-kart circuit. The surrounding landscape is open in character. Any new buildings should be low rise and include landscaping, in order to reduce the impact on the wider landscape and contribute to the overall environmental improvements of the area. The site could provide a location for other noisy sports or renewable energy generation schemes, including a biomass power station or wind turbines. The site is in an exposed location and ETSU's wind speed map of the District suggests wind speeds to be in the order of 6 to 6.5 metres per second. Detailed wind studies could show wind speeds sufficient to make development viable. Any development at this location will need to demonstrate that there would be no disturbance to birds within the adjacent Ramsar site/SPA/Candidate SAC/SSSI.

Policy AS14

Within the Ramsgate Road area, shown on Sheet 2 and the Sandwich Inset of the Proposals Map, the Council will permit B1/B2/B8 employment uses provided:-

- (i) all development provides for the visual upgrading of the A256/Ramsgate Road, including structural landscaping at the main site boundaries and a 10 metre landscape buffer zone fronting the A256/Ramsgate Road;**
- (ii) any new buildings or extensions along the A256 are low rise;**
- (iii) a survey and evaluation is carried out to determine the extent of contamination, and remedial measures proposed to ensure that the development of any site does not pose a risk to human health or adjacent nature conservation interests;**
- (iv) development does not increase the risk of flooding; and**
- (v) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the Historic Environment policies of this Plan.**

At the Ambrosetti and Autocar storage depots proposals for the generation of energy from renewable sources or noisy sports will be permitted provided it can be demonstrated that there would be no conflict with nature conservation objectives.

Environmental Appraisal

The policy contributes to the Objectives of managing and enhancing habitats, species and landscapes, reducing pollution, enabling the generation of energy from renewable sources, recycling redundant resources, protecting the historic environment, and enabling the movement of freight by water or rail. The policy works against the Objectives of concentrating investment in the urban areas and locating development so as to minimise the need to travel.

SANDWICH INDUSTRIAL ESTATE

15.83 The Sandwich Industrial Estate consists of a series of former RAF buildings, which have been converted to industrial use, together with some new development. The estate is important in terms of the local economy as it offers a range of industrial accommodation for a number of small scale enterprises. In terms of location, the site occupies a particularly sensitive site, between the medieval town of Sandwich, areas of nature conservation interest, the River Stour and Stonar Lake, and Pfizer one of the most important companies in the District. Although the site is screened along the River Stour frontage by trees, for the most part, it has a dilapidated appearance with many older buildings in need of replacement.



Sandwich Industrial Estate

15.84 Planning permission for the site was granted some years ago to upgrade the Sandwich Industrial Estate, by using residential and retail development as a catalyst for the redevelopment of this site. This approach has now been overtaken by events. This is due to the rapid expansion of Pfizer and the need to provide sufficient housing for the increasing workforce in a sustainable location. In this respect, the whole area offers an opportunity for a prestigious and high quality mixed use development incorporating residential, employment uses, a coach and car park, a hotel, small scale leisure uses, landscaping, riverside walks and a network of public open space.

15.85 In order to maximise the full potential of the river frontage, the area devoted to residential development should be located to the south of the site. The southern most part of the development should face the river but be set back to allow for the riverside walk and landscaping. There must be a minimum net density of 30 dwellings per hectare although there may be opportunities to increase the densities of the housing development in the south west of the site. The Sandwich Industrial Estate has been allocated by Policy HS2 for residential development of up to 300 units. An element of affordable housing and small one or two bedroom dwellings (Policy HS11) will need to be provided as part of the redevelopment of this site.

15.86 However, in meeting the identified housing requirements in this part of the District, consideration must be given to the valuable contribution that the Sandwich Industrial Estate makes in terms of providing a range of employment opportunities to a number of small businesses. Measures need to be incorporated into the design and layout to address the interface between residential and employment uses on the site. Any proposal for the redevelopment of the Sandwich Industrial Estate would result in the relocation of a number of existing businesses from the site. It will be important to ensure that these business are retained within the District. This will be achieved by phasing the redevelopment of this site. Any planning application will need to be accompanied by a statement which clearly shows how this issue has been addressed and the steps taken to maximise the retention of business and jobs within the District. Any planning permission will be subject to conditions and agreements as appropriate, to safeguard this vital consideration.

15.87 In order to address the need for additional parking in the town centre, an area of land will need to be identified towards the south west corner of the site for coach and car parking. This car parking area will need to incorporate pedestrian linkages to the town centre and landscaping.

15.88 The redevelopment of this site offers the opportunity for a hotel located adjacent to Stonar Lake. This would provide visitor accommodation close to the town centre and Pfizer. The local economy strategy supports this approach, as it promotes Sandwich as a location for tourism and Policy LE29 allows for new hotels in Sandwich. Small scale buildings for use in association with Stonar Lake for non-powered water sports will also be permitted in accordance with Policy OS8.

15.89 Owing to the historical and environmental constraints and in the interest of making the most efficient use of this prestigious site, a number of issues will need to be addressed as part of its redevelopment. This will include the submission of a number of supporting documents and a Masterplan for the whole of the site.

Conservation/Archaeology

15.90 This is a sensitive site, as it includes the medieval Port of Stonar SAM, Stonar House and the southern boundary adjoins the Sandwich Walled Town Conservation Area. A high quality design will be essential in order to respect its sensitive location. Any redevelopment must compliment the medieval town of Sandwich, not detract from its setting and must enhance the special character or appearance of the Sandwich Walled Town Conservation Area.

15.91 Any planning application will need to include an archaeological evaluation as the area is archaeologically sensitive.

Transportation

15.92 Any redevelopment of this site will require the submission of a Traffic Impact Assessment (TIA) for the whole of the site. The TIA should address vehicle, pedestrian and cycle routes. The opportunity exists to create a riverside walk that includes pedestrian and cycle linkages to the town centre and Pfizer.

Nature Conservation and Public Open Space

15.93 The Sandwich Industrial Estate is located adjacent to a SSSI, SPA candidate and Ramsar site. These nature conservation interests need to be protected from development and taken into consideration as part of the design of the development. The trees along the river are protected by a Tree Preservation Order and need to be protected and incorporated into the design of the development. The riverside walk should be linked to a network of public open space to a LEAP standard in accordance with Policy OS2 and Appendix 2 of the Plan.

Landscaping

15.94 In view of the site's prominent position, a comprehensive landscaping plan will need to be prepared and submitted to the Council as part of the redevelopment of this site.

Flooding

15.95 Owing to the low lying nature of the site it is at risk from tidal flooding. Proposals for redevelopment will have to demonstrate, through the submission of a hydrological study, that they will not harm the integrity of flood defences or cause or exacerbate flooding elsewhere. Measures will also need to be incorporated in any proposals to enable people to escape in the event of a flood. Proposals for residential development must include measures to protect the dwellings from a 1 in 200 tidal event through the construction of flood defences. Provision must also be made for the future maintenance or renewal of these defences. In addition, residential accommodation must be designed to avoid sleeping accommodation below a level of 6.18 metres AOD. Where practicable, living accommodation should not be provided below this level and all accommodation shall incorporate an internal means of escape to a higher level from which emergency egress can be made.

15.96 Proposals will also need to include measures to ensure that, should the site flood, any wildlife habitat resource will not be affected by pollution. The area shown on the Proposals Map as a Green Wedge offers an element of natural flood protection and this area may flood during fluvial flood events. This area must be kept free from development and retained for nature conservation interest. There may be opportunities for limited public access to this area.

Contamination

15.97 Part of the estate is a former landfill site and there is likely to be other contamination on the site. A contaminated land survey will need to be carried out to determine the precise extent of contamination. Remedial measures will be required to ensure the safety of the public and prevent pollution affecting nature conservation interests.

Details Required with the Planning Application

15.98 The following supporting documents need to be prepared and submitted to the Council as part of a planning application:

- (a) a design statement;
- (b) a statement setting out phasing and implementation of the development and demonstrating the steps to be taken to maximise the retention of businesses and jobs;
- (c) Traffic Impact Assessment;
- (d) a hydrological study;
- (e) landscaping details and open space strategy;
- (f) archaeological evaluation; and
- (g) contaminated land survey.

15.99 In addition to these considerations, the Council will expect a Masterplan to be submitted to the Council for the whole of the site. The Masterplan should be based on the supporting documentation and explain and illustrate the whole redevelopment. Subsequent detailed applications will have to conform to the Masterplan.

Policy AS15

Sandwich Industrial Estate is allocated for a mixed use redevelopment to include; B1/B2/B8 employment uses, a hotel, residential development, a coach and car park, and small scale leisure use in association with non-powered watersports at Stonar Lake:-

Permission will only be granted if:

- (i) a Masterplan has been submitted and agreed with the local authority for the whole of the site;
- (ii) the number of dwellings is limited to a maximum of 300 which shall include affordable housing; an element of one or two bedroom dwellings and open space to meet the Plan's standards;
- (iii) safeguards have been put in place to maximise the retention of relocated businesses and jobs within the District;
- (iv) there is no harm to the setting or views of Sandwich and development preserves or enhances the character or appearance of Sandwich Walled Town Conservation Area;
- (v) there is no adverse affect on the Port of Stonar Scheduled Ancient Monument;
- (vi) there would be no harm to nature conservation interests;
- (vii) a survey and evaluation is carried out to determine the extent of contamination, and remedial measures proposed to ensure development of the site does not pose a risk to human health or the River Stour;
- (viii) a riverside walk and cycle route is provided, with links to Sandwich;
- (ix) the green wedge shown on the Proposals Map is retained for nature conservation interest;
- (x) the development incorporates appropriate measures to deal with the estimated risk of flooding; and
- (xi) provision is made for an archaeological evaluation in advance of any planning decision, and for the consequent appropriate level of archaeological mitigation in accordance with the Historic Environment policies of this Plan.

Environmental Appraisal

The policy contributes to the Objectives of managing and enhancing habitats, species and landscapes, protecting open spaces, reducing pollution, recycling redundant resources, protecting the historic environment, making provision for alternatives to the motor car, and locating major generators of freight and heavy goods movements to enable the use of rail or water. The policy works against the Objectives of renewable energy generation, concentrating investment in the urban areas and locating development so as to minimise travel.

SNOWDOWN COLLIERY

15.100 The former Snowdown Colliery site covers some 50 Ha. (124 acres) in a relatively remote location, close to the hamlet of Snowdown. A small part of the site is separated from the main Colliery complex by a local road, running from Snowdown to Nonington Village, while the Dover-London railway line forms its southern boundary. The site is served by Snowdown Station. The Colliery site comprises the pithead and sidings, and the spoil tip.

15.101 The Colliery closed in 1987. Winding gear has been removed and the mine shafts capped. The former colliery buildings on the north side of the road have been demolished but several buildings still exist to the south. The former colliery pithead comprises approximately 16 Ha. (40 acres) of relatively flat land to the north and south of the road. A further 6 Ha. (15 acres) to the south were used for railway sidings to transport coal from the colliery. These were removed but sidings, covering about 1 Ha. (2.5 acres), were reinstated and used to transport material from the spoil tip for the Channel Tunnel. The amount of land available for development is 21 Ha. (52 acres). The area around the mine shafts may be sterilised from built development, although it could accommodate roads, parking areas and landscaping. Whilst not listed, the buildings are important locally as part of the District's industrial heritage. Before any development takes place a programme of industrial archaeological recording will be necessary.



Snowdown Colliery

15.102 Although the former colliery is close to the hamlet of Snowdown, which was built in the 1930s to accommodate the workers of the colliery, it is situated in the countryside away from the main centres of population and workforce. It lies in a sensitive location close to a SLA, AONB and SNCI. In location terms, redevelopment of the site is not sustainable in terms of travel, although it is adjacent to a railway line. A number of major difficulties exist, which mean that redevelopment is only likely to take place towards the end of the Plan Period at the earliest. For these reasons, the site has not been allocated for employment use. However, should the site come forward earlier than anticipated, the Council would be prepared to permit redevelopment for employment uses only. It is on this basis that a policy for the site has been included in the Plan.

15.103 The site is the subject of a legal dispute which needs to be remedied before any redevelopment can take place. In addition, the site is likely to be contaminated. Any developer will need to meet the requirements of Policy ER4 concerning the re-use of derelict and contaminated land. In addition, substantial investment in on and off-site infrastructure and utility services will be required.

15.104 Although not the most suitable location, employment uses on the site would have economic benefits and involve bringing back into use derelict and contaminated land. Access to the site is available by rail and the opportunity exists to use the railway for freight traffic. The Council supports, in principle, redevelopment for employment uses which would, in particular, make use of this rail facility. Policy LE17 allows for proposals for imported car storage where use could be made of the railway, provided that they relate to the relocation of existing firms already based in the District. Other uses such as housing, retail and intensive recreation would not be acceptable.

15.105 The County Council, as the Highway Authority, has advised that the existing HGV route to the A2 is inadequate for substantial volumes of traffic, which are likely to be generated by the redevelopment of the former colliery. A detailed traffic impact assessment will be required. Improvements to this route may, amongst other things, include the following:-

- (a) a right hand turn facility at the junction of the B2046, Spinney Lane and Pond Lane;
- (b) improvements to Spinney Lane;
- (c) improvements to the junction of Spinney Lane, Aylesham Road and Ackholt Road; and
- (d) improvements to the junction of Aylesham Road and C195 Nonington Road.

15.106 In addition, site access problems will need to be overcome and improvements may be required to the railway bridge at Snowdown Station. However, before these improvements and redevelopment of the colliery could take place, other improvements to the B2046/A2/A260 junction will need to be carried out. Investment is also needed in utility service provision before extensive redevelopment could take place. This is likely to include the installation of a new electricity transformer and switchgear, improvements to the water supply and a new sewage system.

15.107 All highway and utility improvements will need to be funded by the developer. Developers are also advised that the above is not an exclusive list of issues to be resolved. For example, ground conditions are unknown and developers are urged to contact the Coal Authority.

Policy AS16

The re-use or redevelopment of the former Snowdown Colliery pithead and sidings, shown on Sheet 3 of the Proposals Map, for B1/B2/B8 employment uses will be permitted provided:-

- (i) a survey and evaluation is carried out to determine the extent of any contamination, and remedial measures proposed to ensure development of the site does not pose a risk to human health;
- (ii) the amenity of nearby residential occupiers is safeguarded;
- (iii) where practicable, use is made of the railway and any necessary improvement works are made to Snowdown Station;
- (iv) nature conservation and landscape interests are safeguarded; and
- (v) adequate highway and site access arrangements can be made and the development is acceptable in terms of travel demand.

The Council will require the submission of sufficient details of buildings, landscaping, traffic impact and parking in order to be able to fully assess the impact of any proposals. Additionally, the Council will seek a legal agreement concerning off-site highway improvement.

Environmental Appraisal

The policy contributes to the Objectives of enabling the generation of energy from renewable sources, recycling of redundant resources and locating major generators of freight and heavy goods movements to enable the use of rail or water. The policy is likely to contribute towards the Objectives of reducing pollution although the exact effects are unpredictable. The policy works against the Objectives of concentrating investment in urban areas and locating development so as to minimise the need to travel.

Colliery Spoil Tip

15.108 The 5 million tonnes spoil tip covers the remaining 28 Ha. (69 acres) of the site. A private company holds a sub-lease from the Coal Authority and is currently extracting minestone. Owing to the tip's instability, the possibility of residual contamination and its poor location away from the urban area and close to the North Downs SLA, the Council considers that new native tree planting and use of the tip for outdoor recreational activities, such as walking and cycling, would be acceptable. This would bring environmental benefits including landscape enhancement, habitat creation, and amenity provision.

15.109 In order to ensure that no one end-use is relied upon, woodland planting could be combined with natural regeneration areas for scientific research and extraction areas for minestone. The use of minestone resources is sustainable, in that it would help avoid the use of freshly won aggregates. Minestone is currently being recycled by the brickworks at Tilmanstone and there would appear to be a continued, if limited, demand for this resource.

15.110 The tip has been too recently disturbed to have any established natural tree cover. However, some planting has been carried out, but this is thin and sporadic. Before any further planting could take place, the problems of instability, acidity and lack of nutrient value (which affect the growth of trees) need to be overcome. A survey of ground conditions, covering contamination and stability, will be required. Part funding for new planting may be available from the Forestry Commission. Additional funds for reclamation may also be available, through the Derelict Land Grant Scheme, from English Partnerships. The Council will give full support to proposals for new broadleaved woodland on Snowdown Colliery Spoil Tip.

15.111 The District Sport and Recreation Strategy¹ has identified the site as a possible location for a Kent Mining Country Park. In addition to the uses already discussed, this could include an interpretation centre, a mountain bike circuit and possibly power bikes, subject to noise impact assessment. Should funding be secured for this, Policy AS17 would allow for the creation of such a country park.

Policy AS17

The restoration of Snowdown Colliery Spoil Tip, shown on Sheet 3 of the Proposals Map, for outdoor recreational uses will be permitted subject to countryside, environmental resource, traffic generation, travel demand and amenity considerations.

Environmental Appraisal

The policy contributes to the Objectives of managing and enhancing habitats, species and landscapes, protecting open spaces, reducing pollution, and recycling of redundant resources. The policy is likely to contribute to the Objective of generating energy from renewable resources. The policy works against the Objective of concentrating investment at the urban areas and locating development so as to minimise the need to travel.

REFERENCES

¹*A Sport and Recreation Strategy for the People of Dover District 'The White Cliffs Sport 2000 Initiative', Roger Quinton Associates Ltd, Dover District Council 1995*

