

Langdon Neighbourhood Development Plan

Responses to Independent Examiner's Clarification Note (28 August 2025)

Prepared by Langdon Parish Council

25 September 2025

This response has been prepared by Langdon Parish Council in relation to the Langdon Parish Neighbourhood Development Plan (LNP). We are grateful for the opportunity to provide further clarification on the points raised below by the independent Examiner.

Question 1: Re. Groundwater Source Protection Zones (SPZs)

Can the Qualifying Body please provide me with a Note advising how they would wish to amend the draft Plan in order to take account of the matters raised above, including any draft additional text and/or amendments which I may consider as a potential modification to the draft Plan.

The Parish Council would be minded to including an additional policy in the LNP in order to protect the SPZs that extend across large parts of Langdon Parish, in order to provide more specific local guidance for Langdon Parish and to assist users of the Plan.

In relation to the LNP itself, we would suggest the following text, building on the example from Fawkham Neighbourhood Plan. We have consulted with DDC Officers on this text, and they are supportive of this approach:

Proposed new policy: Sustainable Drainage Solutions within Groundwater Source Protection Zones

Policy – Groundwater Source Protection Zones

- A. Development proposals within the Groundwater Source Protection Zones, as shown on *Figure 1* should provide an appropriate site investigation, hydrological risk assessment and (where relevant) a contamination risk assessment. This should have regard to [Southern's Water's Guidance to protect drinking water quality](#) in addition to [The Environment Agency's approach to groundwater protection guidance \(as updated\)](#).
- B. Development proposals within the Groundwater Source Protection zone, as shown in *Figure 1*, will only be supported if any risk of contamination can be adequately mitigated. The following mitigation measures should generally be incorporated into development proposals to ensure that there is no potential adverse impact on, or risk of contamination to, groundwater sources:
 - i. Development is required to be connected to a foul sewer unless proven not to be feasible. Other foul drainage solutions (such as package treatment plants

or modern sealed cesspools) will only be permitted if a statement justifying the approach is submitted with the application. The Council must be satisfied that these systems will have sufficient capacity, that responsibility for maintenance and management is clear, and protections are in place to prevent pollutants from entering groundwater;

- ii. for surface water run-off, sustainable drainage systems (SuDS) should be provided which are appropriately designed in terms of protecting natural drainage routes, the landscape character and biodiversity of the location. Infiltration SuDS should ideally be provided in the form of Nature Based Solutions, subject to relevant risk assessments that consider the hydrogeological sensitivity of the area, as well as potential sources of contamination and the types of pollutants likely to be discharged. Developers should provide evidence of having consulted the statutory water company responsible for the SPZ, to confirm the proposed SuDS design is appropriate for this sensitive hydrogeological location.
- iii. any development or alterations on land known or suspected to have potentially contaminative current or past uses should be fully evaluated, if necessary, by intrusive investigations, and be appropriately addressed prior to the commencement of the development.

Justification:

The Environment Agency defines Groundwater Source Protection Zones (SPZs) in the vicinity of groundwater sources from which public drinking water supplies are drawn. The purpose of SPZs is to provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact on drinking water.

There are three main SPZs (1-3), which are categorised by different groundwater travel times for how long it is predicted for a contaminant to reach a groundwater abstraction. The SPZ1 area has a 50 day or less travel time to the groundwater abstraction, the SPZ2 has a 400 day or less travel time to the groundwater abstraction and SPZ3 represents the total catchment for the groundwater abstraction.

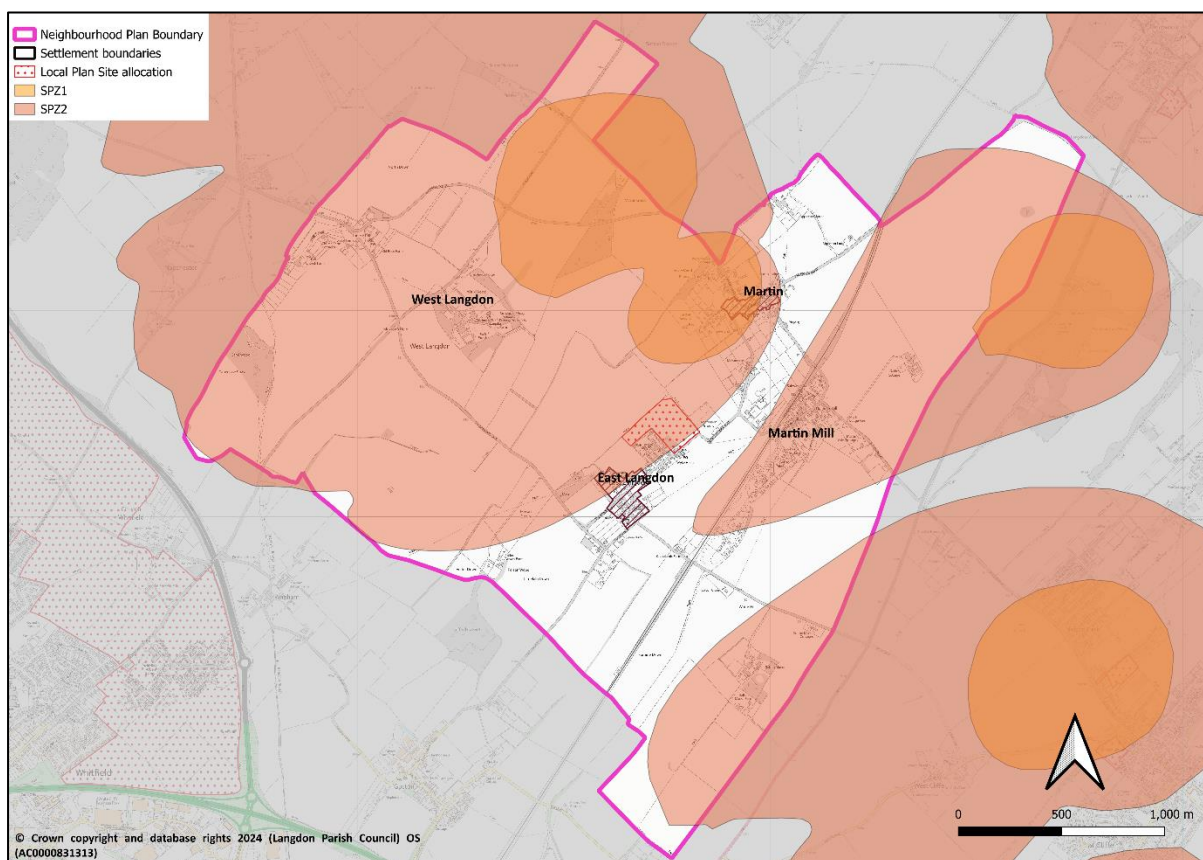
Much of Langdon Parish overlies an area identified as SPZ1 and 2 (*Figure 1*).

As drinking water standards are more stringent than the environmental standards more often referred to in Sustainable drainage solutions (SuDS) guidance for the protection of groundwater, in addition to [The Environment Agency's approach to groundwater protection guidance](#), Southern Water has developed [additional guidance for SuDS within SPZs](#). This additional guidance explains when developers will be asked to provide a full hydrogeological risk assessment of the site to inform their SuDS design proposals. It should inform all development proposals within the SPZ.

We would also like to include a sentence aimed at existing householders and other landowners to remind them of the importance of water quality. For instance: "In

addition to those putting forward development proposals, householders should be vigilant about the risks of contamination, for instance from domestic heating oil”.

Figure 1: Groundwater Source Protection Zone 1 and Zone 2 in Langdon Parish



Policy L4 (Energy Efficiency and Design) In addition to the proposed new policy above, we would support the inclusion of a Clause within Policy L4 to state:

“Development proposals should give priority to the use of sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. If infiltration techniques are used in SPZ 1 and 2 it will be necessary to demonstrate there will be no risk to water quality”.

Question: 1b: The Qualifying Body should also note that Southern Water has also sought a similar amendment to the ‘Langdon Design Guidance and Codes’ Final Report (AECOM) (April 2024) at Page 71. This constitutes Appendix A to the submission draft Plan, and it may be necessary to add an Addendum note to that Appendix.

The Parish Council would be content to amending page 71 of the Design Guidance to make reference to the Southern Water Guidance and the new LNP policy.

Question 1c: The Qualifying Body may also wish to take account of the extensive comments and suggestions concerning the Design Guidance and Codes report made at Pages 7-10 of the District Council's Regulation 16 representations on the draft Plan.

To note, the Langdon Design Guidance was prepared by AECOM. The PC has contacted AECOM who have agreed, in the absence of continued Locality Technical Support, that the PC may amend the report, with a detail in the document as to where updates have taken place.

A meeting took place on Friday 5 September 2025 between representatives of the Dover District Council (DDC) and the Neighbourhood Plan Steering Group (SG). In attendance were Alison Eardley (Langdon PC representative), Alison Cummings (Principal Heritage Officer DDC), Carly Pettit and Jill Barr (Policy Team DDC). The meeting was used to discuss the comments made by the District on the Langdon Design Guidance.

The table below provides a schedule of the amendments that were agreed with DDC and which would be incorporated into the Design Guide subject to any further recommendations from the Examiner as a result of the Examination process.

Design Code Comments

Comment No.	Section	DDC Comment	Agreed Action
1	Design Code – 1.3 – Planning Policy and Design Guidance	“For clarity, we recommend the following amendments to the local policy section on page 10: a. Removing the section on the core strategy as this was replaced in October 2024 b. Amending the adoption date on the header for the local plan section from 2019 to 2040 c. Changing the plan title to Dover District Local Plan to 2040 d. Removing the word ‘draft’ from the final sentence in the local plan supporting text e. Adding a reference in the Kent Design Guide (section 4) which updates Kent County Council Parking Standards (January 2025)	The SG will make these amendments.
2	Design Code – 2.1 – Surrounding Context	We recommend updating the reference in page 12 from the Kent Downs AONB to the ‘Kent Downs National Landscape’	The SG will make this amendment.

Comment No.	Section	DDC Comment	Agreed Action
3	Design Code – 2.3 – Heritage	A brief outline of the history of the principal settlements could be a beneficial introduction. Terminology: • scheduled monuments- delete the word ‘ancient’ • replace ‘Kent County Council Heritage maps’ with ‘Kent Historic Environment Record’ It is not clear how the timeline in para 2.3.1 demonstrates the historic development and evolution of the area or why the chosen events are important. A brief introduction of the history as suggested above may be a more logical format. It is also not clear whether the ward has always been the current boundary (this is unlikely) and concentrating on how each settlement has developed is suggested as a more appropriate way to showcase the history.	The SG will add a brief outline of the history of the settlements. The SG will amend the terminology issues identified. The timeline will be removed and replaced with a brief summary of the history of the settlements, as per the action above.
4	Section 03 – Character Study	The methodology for choosing the buildings that provide the evidence base for the character study has not been provided. It is unclear what buildings were chosen and why.	AECOM have been approached to provide the methodology but are unable to do so. In absence of this, it is agreed that this initial section will be reviewed by the SG, working with the DDC Heritage Officer. The SG will include a commitment to exploring options to preparing a Conservation Area Appraisal, with DDC, in the future. This would provide additional evidence to underpin the

Comment No.	Section	DDC Comment	Agreed Action
		The character maps are very small so it is difficult to see where the boundaries lie. A better map would enable details/features such as routeways and key buildings/structures to be shown. Clearer/larger scale maps would also help to show the grain of the settlement which could help to inform appropriate layouts of new development, etc. We would also recommend that the conservation area boundary is shown on the relevant character areas maps.	character and design policy. This commitment would be included in the LNP and Design Guide text. The SG will add the conservation area boundaries to the maps, which are currently missing. It is agreed that some of the individual maps are small – e.g. Fig.18. The SG will prepare maps at A2 size to be available to download should people wish to print them. All digital mapping layers prepared for the LNP will be sent to DDC to add to their online Policies Map, which will make layers easier to view.

Comment No.	Section	DDC Comment	Agreed Action
5	CA2 – Martin Character Area	There is no reference to the Character area in the text, which we consider an omission	The SG will add a reference to the CA in the text.
6	CA5 – Countryside Character Area	No reference to historic farmsteads and their character, for example is there a prevailing layout (isolated, courtyard, etc.? recommend consulting the relevant theme paper in the Heritage Strategy for information) and what types of buildings are found (oasts, stables, barns, etc?). Farmsteads are significant contributors to the character of a rural area, so it is key to include them in any discussion of built form.	In the context of the DDC Heritage Strategy Theme paper on agriculture: Heritage Strategy Appendix 1 Theme9 , the SG will add information on the nature of farmsteads in the Parish to the text in this section. The wording will be agreed with the DDC Heritage Officer.
7	4.1.1	We recommend updating the NPPF reference from paragraph 126 to paragraph 131 in the December 2024 version.	The SG will update this reference.
8	SP Safe Streets & Parking – Car Parking Solutions p.45	We recommend that code in the plan considers new parking guidance and standards recently adopted by KCC (February 2025) Kent County Council’s Parking Standards, which would be used to implement Local Plan Policy TI3	The SG will update this reference
9	BF02	We recommend adding additional detail regarding garden sizes in the different character areas and removing the minimum general standard of 50sqm as this size of garden would not be characteristic for all areas.	It was agreed that the reference to a minimum size standard would be removed.
10	BF04	We would advise that the code considers whether there could be circumstances where a flat roof may be appropriate, for example to reduce the scale of a building, protect a view or create a green roof,	A caveat will be added to state that a flat roof be appropriate in certain circumstances.

Comment No.	Section	DDC Comment	Agreed Action
		or where this design approach would protect or minimise harm to the significance of a heritage asset.	
11	BF04	We recommend that the code considers how requirement BF 04 adds value to paragraph 4.15 (LVIA required for landscape buffers as part of planning applications), Policy PM1 Criterion 1a) (impacts on views) and SAP 46 criterion a) (mitigating impact of development in East Langdon on wider countryside) and whether an LVIA should be required or is necessary for all forms of development, including extensions, as this is not considered proportionate information for a householder application	The SG will remove requirement to provide LVIA in all cases to allow for flexibility of applying the policy.
12	BF05 – Respect Important Views	We recommend replacing the word ‘preserve’ with ‘avoid or minimise harm where setting contributes to the significance of a heritage asset’ in the third bullet point to ensure compliance with NPPF. The term ‘preserve’ suggests any change is unacceptable.	The text will be amended from ‘preserve’ to ‘avoid or minimise harm where setting contributes to the significance of a heritage asset’.
13	BF06 – Extensions and Conversions	The first bullet point concerning permitted development rights in conservation areas is incorrect; only some right are removed in respect of extensions, not all, and neither conservation area has an Article 4 direction imposed. The NP may want to add the following text: Listed buildings require particularly sensitive treatment to ensure that harm to their significance is avoided or where unavoidable is mitigated, for example, through design.	It was agreed that the last sentence of this bullet point should be removed. An extra bullet point will be added as follows: “Listed buildings require particularly sensitive treatment to ensure that harm to their significance is avoided or where unavoidable is mitigated, for example, through design”. The text in bullet 9 will be amended to read “conversions of historic agricultural building

Comment No.	Section	DDC Comment	Agreed Action
		Several of the bullet points seem to reference the conversion of historic agricultural buildings. Recommend the text in bullet point 9 is amended to read ‘conversions of historic agricultural building should respect the characteristics and features that contribute to its heritage interest’. It is unclear what ‘like-for-like’ materials mean in the context given in the final bullet point: is this suggesting reclaimed materials? It is assumed that this point relates to conversion of agricultural buildings, but the use of the word ‘reuse’ causes confusion. It should possibly be replaced with ‘retention’, i.e. retention of as much of the historic building fabric as possible.	should respect the characteristics and features that contribute to its heritage interest’. It was agreed that the following text would be inserted to replace the final bullet: “In respect of materials, the aim should be to retain as much of the existing historic fabric as possible, and where replacements are necessary (for example, replacement of decayed timbers for structural stability) materials should be like-for-like”.
14	BF07 – Infill and Backland	It is assumed that the second bullet point relates to built rather than below ground heritage but could be made clearer. The NP may also want to include ‘but not confined to’ before the list of items that need to be considered (this enables considerations such as form, building height, position on plot, etc. to be included)	This is correct and will be made clearer in the text. Insert ‘but not confined to’ before the list of items that need to be considered.

Comment No.	Section	DDC Comment	Agreed Action
15	BF08 – Architecture Details	Text does not include clear reference to prevailing colour palette. May be sufficient to simply note materials. Referring to the conservation areas as the most historic parts of the parish is incorrect. Langdon Abbey for example was founded in 1192 and is consequently one of the earliest surviving buildings in the parish, but it is not in a conservation area. The text on decentralised energy systems may be best placed elsewhere as unclear on its relevance in this section. The need to ‘preserve and enhance’ when considering the conversion of historic (agricultural?) buildings to residential is not consistent with NPPF/legislation. It should be amended to ‘conserve or enhance’.	The second paragraph will be deleted and replaced with text referring the reader back to the individual Character Area sections. The images on page 64 will be retained. These two paragraphs will be moved into EE02. This wording will be amended as suggested.
16	EE – EE – Environmental and Energy Efficiency	Recommend a caveat regarding listed buildings and the need to ensure harm to significance is avoided or minimised. Recommend refer to the whole house approach advocated in the supporting text to policy HE1.	A caveat will be added as suggested. The section from the Local Plan – Policy HE1 – (second to last para) will be inserted here.
17	4.2 – Application of Design Code BF04	BF04- it is not clear on why Marston Hall has been specifically identified within the text. Additionally, the reference to ‘presence’ should be reconsidered as the test is whether development harms the significance of a heritage asset including where setting contributes to that significance.	The reference to Marston Hall will be removed however the reference to 2-storeys will be retained.

Comment No.	Section	DDC Comment	Agreed Action
18	General	Drafting error – all character areas refer to BF09 but this does not appear to have been included in the document.	This is a typo and will be amended to refer to BF08.

Question 2: Re. Non-Designated Heritage Assets (Pages 71-76)

This topic was also discussed at the meeting of the 5 September. The Principal Heritage Officer supported the inclusion of the non-designated heritage assets (NDHA) as proposed in the LNP. She also recommended adding additional detail to the justifications where possible and a summary 'tick box' table detailing which of the criteria as contained in the Annex of the [Land Allocations Local Plan](#) each asset complies with.

Page 15 onwards of this document contains this new 'tick box' Table and also highlights where additional information has been gathered by the Steering Group to support the inclusion of each of the identified NDHAs.

In response to the specific questions of the Examiner:

When was the Pearson Railway Bridge was demolished, and whether there are any other extant remains of that railway line that are evident within the Parish?

About 200 acres of land, which had been commandeered by the military between Dover and St Margaret's, was de-requisitioned following the stand-down of Coastal Artillery in 1956. Much of the remaining railway track was lifted although the rails and bridges at the Martin Mill end were still in situ in 1960. It is not known exactly when these artefacts were removed, although suspect this was in the 1970s.

The original line route included track between from Solten Lane bridge to Guston Mill bridge Little remains today. Aside from the remains of the Pearson Railway Bridge (that we have identified as an NDHA), the only other remnant is a low embankment in the hedge line that lies adjacent to Footpath ER57.

Were the two K6 telephone kiosks in situ at their current locations before their purchase by the Parish Council in 2009? Yes, they have always been in their current positions since being installed in the late 1930s.

A local List of Heritage Assets will include buildings, structures, landscape and archaeological features, which are of local interest, and have no statutory designation. For inclusion within the Local List, the Heritage Asset must comply with at least one of the criteria listed below:

Historic Interest. This can include:

- Association with a figure or event of significant local or national importance.
- Buildings relating to traditional or historic 'industrial' processes.
- Age and use of distinctive local characteristics.
- Archaeological importance.

Architectural and Artistic Interest. This can include:

- Buildings of high quality design, displaying good use of materials, architectural features and styles and distinctive local characteristics, which retain much of their original character.
- Designed by an architect or engineer of local or national importance.
- Demonstrating good technological innovation.
- Good quality modern architecture.

Social, Communal and Economic Value. This can include:

- Reflecting important aspects of the development of a settlement.
- Demonstrating an important cultural role within the community.
- Places which are perceived to be a source of local identity, distinctiveness, social interaction and coherence.
- Demonstrating links to a significant local industry or trade.

Townscape Character. This can include:

- Providing a key local or national landmark.
- Of significant townscape or aesthetic value.
- Playing an integral role within a significant local vista or skyline.
- Groupings of assets with a clear visual, design or historic relationship.
- Part of a locally important designed landscape, park or garden.
- Providing a good example of early local town planning.

Non-designated heritage assets

Proposed amendments are highlighted.

New table showing how each asset complies with the DDC Local List criteria:

NDHA	Historic Interest	Architectural and Artistic Interest	Social, Communal and Economic Value	Townscape Character
1.Site of the abandoned Maydensole Colliery	✓		✓	✓
2.World War II Pillbox	✓		✓	
3.Site of Pearson Railway Bridge	✓		✓	
4.Watch Beetle Lane Bridge mid-field near Martin Mill Railway Station	✓		✓	✓
5.Village Telephone Kiosks	✓	✓	✓	✓
6.Martin Mill Railway Station	✓	✓	✓	✓

The following are identified as non-designated heritage assets.

Ref.	Name and why important
1	Site of the abandoned Maydensole Colliery <u>Location:</u> in the field to the west of Waldershare Lane between the settlements of East and West Langdon <u>OS ref:</u> 632161, 146133 <u>Type:</u> Monument - (Former Type) COLLIERY Site" (Modern - 1910 AD to 1910 AD) <u>HER Ref:</u> TR 34 NW 336 <u>Full description:</u> The former site of Maydensole Colliery, known locally as The Engine Shed site, is very visible on the open landscape. Work commenced at Maydensole in 1910 when two exploratory boreholes were sunk and buildings were erected but no shafts were actually dug. The Tilmanstone to Dover Aerial Ropeway was constructed in 1927 to transport coal to Dover Harbour and passed through the abandoned colliery site. The remains of two buildings are at this isolated site, one housed the ropeway changeover station, the

	other for the engine room. Nothing more remains of the earlier borehole works. original colliery. (1) . <1> Dover District Council, 2013, <i>Dover District Heritage Strategy, Industries - 10.24</i> (Bibliographic reference). SKE31372. The land is owned by Sutton Court Farm. Local List Criteria: Historic Interest: The collieries of East Kent were on the north-western edge of a massive coalfield that extends under the English Channel into the Nord and Pas-de-Calais Regions of Northern France and across the border into the Walloon Region of Southern Belgium. All three of these areas have been widely exploited for the extraction of coal. Coal mining ceased in Kent in 1989, Northern France in 1990 and in Southern Belgium in 1992. The mining region in Northern France is now a designated World Heritage Site with the headgears, buildings and coal transport infrastructure preserved. In Belgium, their four main collieries have similarly been recognised by UNESCO and have received protected status as industrial heritage Museums. See these examples at Lewarde & Blegny. Regrettably, this has not been the case with the coalmines of East Kent and very little of any of them survive today. Mining communities however have a very strong sense of identity and monuments, statues and memorials to the coal mines and their miners can be seen right across East Kent. (Stone Museum, June 2025) Work on the Maydensole site commenced near West Langdon by Burr's Intermediate Equipments Ltd in 1910. Some surface buildings were erected and boreholes drilled, however no shafts appear to have been started before it was abandoned and the site cleared. (Dover Museum) Social, Communal and Economic Value: The abandoned site provides a window on the significant coal mining industry in this part of Kent. The remains of the site here are an important feature of the landscape, clearly visible from Waldershare Lane when travelling between the villages of East and West Langdon. The Kent coalfields provided employment for several local Langdon families who worked there until their closure in 1989. Appendix 1 (Theme 10.1) of the Dover District Heritage Strategy relates to the East Kent Coalfields. It shows the location of the Maydensole "Colliery" on the map of collieries and coalfields and provides further information about the importance of this industry to East Kent. It describes the two buildings that now remain on site, which were later used to help drive the Tilmanstone to Dover Aerial Ropeway that passed through the site and are marked on the present Ordnance Survey as 'Old Engine Shed'. Townscape: The remaining structures are very visible in the landscape from Waldershare Lane.
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Ref.	Name and why important
2	World War II Pillbox <u>Location</u> Beside railway cutting just south of railway bridge on Ringwould Road, Martin. <u>OS ref:</u> 634525, 147393 <u>Type:</u> Monument WWII- 1946 AD <u>HER Ref:</u> TR345473 <u>Full description:</u> Pillbox. Type 24 pillbox beside railway cutting. Built of reinforced concrete and brick. <u>Condition:</u> Good <u>Reference:</u> Kent – The Pillbox Study Group website: www.pillbox-study-group.org.uk <u>Importance:</u> Part of local defence measures in 1940 against possible invasion. Site owned by Ledgers Farms, Martin Local List Criteria: Historic Interest /Social, Communal and Economic Value: The asset forms an important part of the WWII history of the Parish and wider area. 'Pillbox' is the name for the firing bunkers planned for use by the Home

	Guard in the Second World War, if the Germans invaded. The name 'pillbox' comes from the cylindrical ones used on the Western Front in the Great War, named after the shape of contemporary pillboxes, in which personal pills would be stored. Such wartime features are not necessarily protected and can be at risk of demolition, particularly where they are on private land. The pillbox in Langdon is one of around 6,500 pillboxes remaining in the UK out of approximately 28,000 that were built during WWII. While the exact original number and current number of survivors are not precise, the surviving examples are considered important monuments to Britain's defence efforts. There were originally two pillboxes in Langdon Parish, and this is the only surviving one. The now-demolished one was at the entrance to Leaze Wood near to Martin. 
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Ref.	Name and why important
3	Site of Pearson Railway Bridge <u>Location:</u> Solton Lane, East Langdon, 100m south of the Ramsgate-Charing Cross main rail line <u>OS ref:</u> 633671, 145755 <u>Type:</u> Monument - (Former Type) Railway bridge remains" (Modern - 1898 AD to 1937 AD) and reconstructed 1939 AD until 1960 AD <u>HER Ref:</u> TR 33671 45755 <u>Full description:</u> In 1898 a single-track railway spur line was constructed from Martin Mill station to Dover Port to transport stone materials to make the breakwater and piers for the Admiralty Harbour project. The Pearson railway crossed Solton Lane on route to Guston and then southwards across country to the cliffs. In 1939 the line was re-laid to transport cross-channel Guns and military supplies to the cliff-tops above Dover. Reference: Dover, St Margaret's and Martin Mill Railway Line, The Dover Historian. Local List Criteria: Historic Interest/Social, Communal and Economic Value: Plans for a new 'National', or 'Admiralty Harbour' in Dover were drawn up in September 1897. These plans proposed the extension of the existing Admiralty Pier and the building of a second pier (the Eastern Arm) of about the same length on the other side of the bay, a mile and a half away. The gap between the two piers was to be bridged

by a detached Mole or Southern Breakwater, with an entrance to the harbour at each end of it. The contract for its construction was awarded to S. Pearson & Son in April 1898. This major building project took over ten years, the harbour finally being completed in 1909. (Dover-Kent.co.uk)

To build the Piers and the Breakwater of the new Admiralty Harbour, Pearsons used locally made concrete blocks and faced them with granite. The concrete blocks were made at two blockyards, one on Shakespeare beach in the west and the second on reclaimed land to the east of Castle Jetty, where the Undercliff marine road was proposed to start. To reclaim land the cliff face was blasted and the surplus chalk was removed by steam-navvies – locomotive driven excavators made by Ruston, Proctor & Co, Sheaf Ironworks, Lincoln. Soon a level platform, some 24½ acres (9.915 hectares), was created at the base of the eastern cliffs where the massive blocks were made and stored.

The blocks were made out of sand and shingle brought by ship from Stonar, near Sandwich and unloaded into trucks at the Castle Jetty. From there the trucks were manually pushed along a narrow-gauge track to the blockyard. However, the sea journey was subject to the vagaries of the weather and so it was decided to run a Standard gauge Light Railway line (engines could not go more than 25 miles an hour) from Martin Mill, the nearest station on the South East and Chatham Railway line between Dover and Deal.

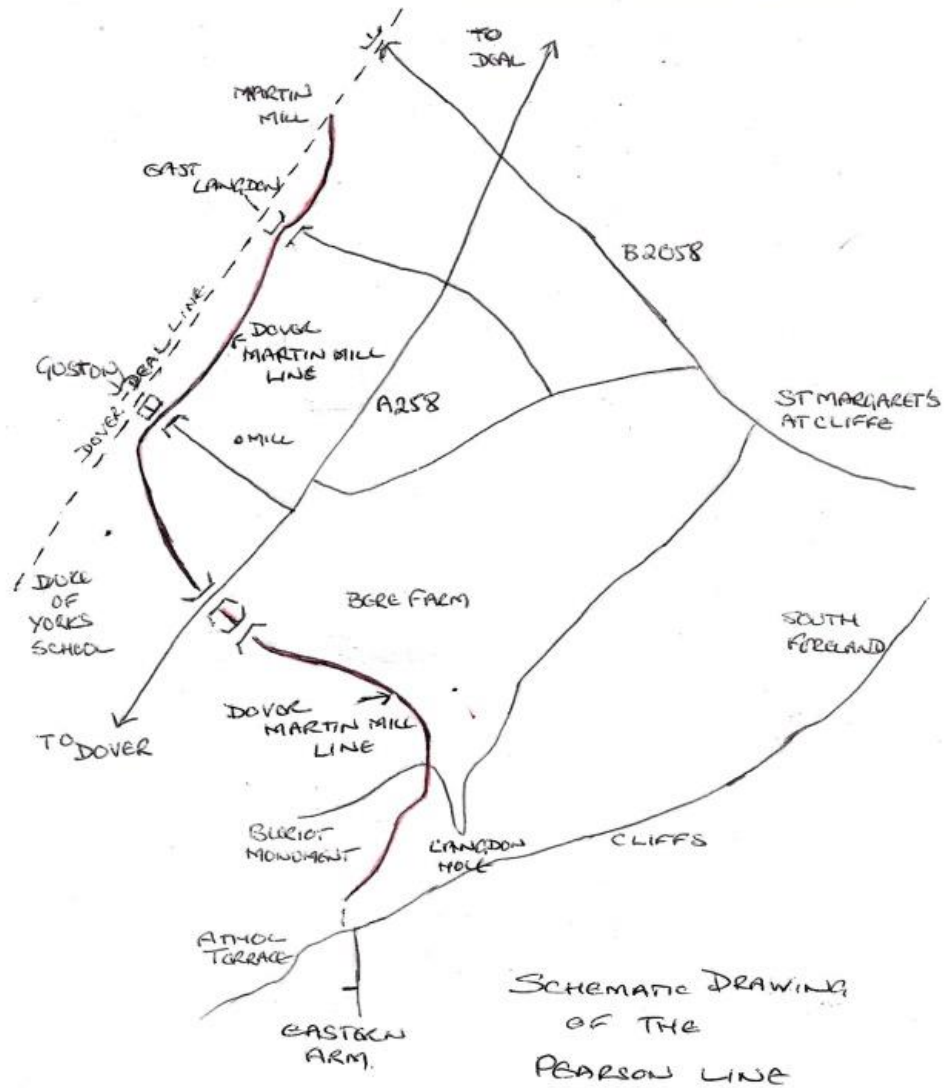
The three-and-a-half-mile track was pegged out by June 1898. It ran from the Dover side of Martin Mill main line station parallel to the Dover – Deal line for about a mile. Crossing two roads on bridges made of brick abutments with supporting iron girders. Just before the main line Guston Tunnel, the Pearson line veered south towards the coast and then along an embankment passing under the Dover-Deal road (A258) near the Swingate Inn. Past Bere Farm, West Cliffe, the line continued south-east crossing the Dover -St Margaret's Upper Road by a gate. It then turned south-west, following the cliff contours, skirting Langdon Bay. Running west, it followed the edge of Langdon Cliff for about half a mile where metal frames were erected on the cliff edge to stop chalk falling on the works below.

Following the outbreak of World War II (1939-1945), the War Office instigated the building of the Martin Mill Military Railway, operated and manned by the Royal Engineers and using diesel locomotives. The line followed the original Pearson route from Martin Mill to a point called RDF Junction, about 900 feet (275 metres) past the then Dover-Deal road bridge. Here it divided, with the 'main line' turning north-east to service two 14-inch ex-naval guns, known as *Winnie* and *Pooh*. Passing beneath *Winnie's* gun barrel it crossed the St Margaret's – Martin Mill Road to *Pooh's* position.

About 200 acres of land, which had been commandeered by the military between Dover and St Margaret's, was de-requisitioned following the stand-down of Coastal Artillery in 1956. Much of the remaining railway track was lifted although the rails and bridges at the Martin Mill end were still in situ in 1960.

Part of the railway bridge at Solten Lane still exists today as does the one near Guston Mill, but these are located outside the Parish.

([Dover Historian](#))



Dover-Martin Mill Military Railway schematic drawing

Ref.	Name and why important
4	Watch Beetle Lane Bridge mid-field near Martin Mill Railway Station <u>Location:</u> In field 200m along railway track from Lucerne Lane towards Deal. <u>OS ref:</u> 63434, 14691 <u>Type:</u> Railway Bridge <u>HER Ref:</u> TR 3434 4691 <u>Full description:</u> This bridge is a historical curiosity within the Parish. Unusually, it is located in an agricultural field with little evidence as to why it has been placed there – there is no road, river, valley or the like to be bridged here. As such, it has become an intriguing heritage feature within the parish. Residents and visitors question the seemingly unusual location of the bridge and as a result, it has featured in the parish newsletter from time to time. In fact, the reason for its unusual location is that it was constructed over a now “lost” trackway known as Watch Beetle Lane, which connected Martin to Oxney Court via Martin Vale Farm. A former resident of Martin Mill, Mrs Adele Kirby, recalled walking and playing in the Cherry Tree-lined Watch Beetle Lane. There is interest in registering this lost trackway as a Restricted Byway as submitted to Kent County Council by The British Horse Society in 2018. Kent County Council issued notice of the review in June 2024 ref. PROW/DO/C404 under Section 53 of the Wildlife and Countryside Act 1981, the application being that the Definitive Map of Public Rights of Way should be modified by recording a restricted byway from Lucerne Lane to the A258 Dover-Deal Road. Coincidentally the parishes along the route of the A258 are concerned about the increasing traffic flows and potential dangers in crossing over between adjacent villages. The Langdon NDP identified the need for safe pedestrian and cycle routes between Martin Mill railway station and surrounding settlements, including the hazardous crossing of the A258 to St Margaret’s village. This may be an opportunity to consider imaginative solutions to safe travel in the rural area. The bridge is effectively a lasting ‘window’ into the past of the rural activity of past communities. Local List Criteria: Historic Interest: The bridge has been in situ since the railway line was constructed and remains a vital link in the Ramsgate to London rail service. Its role in conserving a now lost routeway makes its presence a historical curiosity in the parish. Social, Communal and Economic Value: The bridge was constructed here in order to safeguard passage along the long-established track, described above, linking between Martin to Oxney Court. Townscape Value: The bridge has become an important local landmark and has featured in local parish newsletters.



Reference: Google Earth Pro historical imagery 12/1940.

The aerial photograph above clearly shows the trackway running from the top of Lucerne Lane, Martin and under the railway towards Martin Lodge Farm.



Ref.	Name and why important
5	Village Telephone Kiosks <u>Location:</u> The Street, East Langdon <u>OS ref:</u> 63342, 64624 <u>Type:</u> Heritage Street Furniture <u>HER Ref:</u> TR 3342 4624 <u>Full description:</u> This ex-BT Telephone Kiosks (K6 series) was purchased from BT for £1 each by Langdon Parish Council in 2009. Local volunteers run the kiosk as a community library and the proceeds from book sales go to local organisations. <u>Location:</u> West Langdon Village Green <u>OS ref:</u> 63199, 64736 <u>Type:</u> Heritage Street Furniture <u>HER Ref:</u> TR 3199, 4736

	Full description: This ex-BT Telephone Kiosks (K6 series) was purchased from BT for £1 each by Langdon Parish Council in 2009. Local volunteers run the kiosk as a community library and the proceeds from book sales go to local organisations. Local List Criteria: Historic Interest: The K6 kiosk is identified as Britain's red Telephone Box. Some 60,000 examples were installed across Britain, which is why the K6 has come to represent the red Telephone Box. The K6 kiosk was commissioned by the General Post Office in 1935 to commemorate the Silver Jubilee of King George V. Between 1936 and 1968 60,000 examples of the K6 were installed across the country. There are around 2,500 listings for the K6 kiosk in Great Britain and Northern Ireland. There are approximately 8,400 non-listed K6 kiosks, giving a total number of surviving K6 kiosks of approximately 11,700 (about 20% of all K6 kiosks). The K6 Project website has been established to identify K6 kiosks across the country. It has identified 251 such telephone boxes in Kent, with 124 of these having a listed status. The two boxes in Langdon Parish are noted on this website. There were originally four such kiosks in Langdon Parish but two were removed without consultation. These were located in The Street, Martin, and at Martin Mill Railway Station. It is considered therefore important to protect the remaining two kiosks. Architectural and Artistic Interest: The K6 was designed by British designer and architect Sir Giles Gilbert Scott to commemorate the Silver Jubilee of the coronation of King George V in 1935. The two kiosks in Langdon Parish remain in excellent condition and retain their original character. They are located in their original positions. Social, Communal and Economic Value: The kiosks would have been an important installation in a rural parish such as Langdon. Their locations, in central spots in East Langdon and West Langdon villages were key to their success in transforming rural communications. Before their introduction, many rural communities suffered from a significant communication divide compared to urban areas. The K6 kiosks not only bridged this gap but also enhanced the visual landscape, providing a much-needed infrastructure that supported inclusivity and connectivity. Painted bright red, they were designed to stand out in the environment, ensuring visibility and accessibility. Whilst no longer working telephone boxes, the social significance of the two kiosks remains as Langdon Parish Council purchased them from BT in 2009 and now operates much-valued community libraries from each. Townscape Character: Having been in their current position for just short of a century, the kiosks act as key local landmarks for those entering the two villages. They remain in excellent aesthetic condition and contribute positively to the villagescape. Sources: The Telephone Box / ruralhistoria.com / K6 Project website
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Ref.	Name and why important
6	Martin Mill Railway Station <u>Location:</u> Station Approach, Martin Mill CT15 5JZ <u>OS ref:</u> 63434, 14691 <u>Type:</u> Railway Bridge <u>HER Ref:</u> TR 24/34 3411466 <u>Full description:</u> On the Southeastern Kent Coast Line. Main line train services from Ramsgate to London Victoria, Charing Cross and St Pancras International HS1. In June 1881 the railway between Dover and Deal was opened, with a station close to the Martin windmill. The station had several sidings, animal pens and a large goods shed to serve the needs of the surrounding rural communities, together with a stationmaster's house and a row of railway workers' cottages. The new station was called Martin Mill and the small hamlet grew as a result of the railway presence. The station itself was built on a field called 'Barley Close' and this name has been given to the small housing estate built on the former sidings. A single-track railway spur, connecting with the main line near the road bridge, was built by S. Pearson & Son for use during the construction of the eastern sea defences of Dover Harbour, carrying the huge blocks of stone for the breakwaters. After the harbour was completed in 1909 the spur fell into disrepair but, in 1940, it was hastily put back into action and extended to St. Margaret's-at-Cliffe to carry spares, new barrels and ammunition for the heavy coastal defence rail-mounted

guns deployed there to guard the Channel and shell the German gun positions on the French coast.

For many years, the ticket office acted as a [Post Office](#) for the local community until it was relocated to the East Langdon village shop. When the village shop closed in October 2000, the post office was re-opened at East Langdon Parish Hall in July 2002.

Local List Criteria:

Historic Interest: Martin Mill served as an important railway station during both the First and Second World Wars. During the construction of Dover Harbour in 1897, a single-track branch was constructed to bring in materials from Martin Mill. The track ran over the surface of the high chalk plateau parallel with the Dover-Deal main line, before climbing up to the summit just at the entrance to Guston tunnel. From there, it ascended to the cliff top, 350 ft above sea level. It then descended a chalk shelf which was cut into the cliff, leading down to the eastern part of the harbour. The route was reopened during both wars and operated mainly by Royal Engineers to deploy mounted artillery on the cliff edge.

During the Second World War, the branch served the many gun batteries along the white cliffs between Dover and St Margarets including the two 14-inch guns/cannons nicknamed *Winnie* (after Winston Churchill) and *Pooh* (after the fictional bear). The military railway was also used by three railway guns, *Gladiator*, *Scenesifter* and *Piecemaker*, which were WW1 railway gun carriages bearing their original gun names but carrying 13.5" naval guns. There were three curved firing spurs on the military railway designed for use by the rail guns. During the war, the batteries controlled the Dover Straits, but the larger guns fired into France, mainly at the numerous German gun batteries who were shelling the Dover area from August 1940.

A further history of the railway station is provided at <https://www.kentrail.org.uk/Martin%20Mill.htm>

Architectural and Artistic Interest: The station was built by Pearson & Son to support the construction of the Admiralty Harbour at Dover. It had two platforms either side of a double track, a signal box was located to the south with a goods yard to the south-east. The goods yard could handle most types of goods, including live stock, and it was equipped with a 10-ton crane.

Parts of the railway station have been removed over the years, for instance the toilet block, the timber cladding and chimney stacks. Retaining the historical aspects of what is left of the site is considered to be important.

Social, Communal and Economic Value: As set out above, the railway station at Martin Mill forms an important part of the development of the settlement and its contribution to the wider economy.

Townscape Character: The railway station is a key landmark in the village and forms part of the town planning history of the wider geographic area.



Inside Martin Mill Ticket Office and Signal Box

The photo shows Signaller Reg Howell of East Langdon using a manually-operated track signalling system. (The Signal Box website: www.signalbox.org)

The station originally had a separate signal box which went out of use in October 1934, the lever-frame system being installed in the main station building within the booking office. In February 1998, a general re-signalling project of the lines between Dover Priory and Deal led to the decommissioning of the lever-frame system.



We are grateful for the opportunity to provide further clarification on these questions and points.

Chris Shaw
Chair of Langdon Parish Council