LANGDON
PARISH COUNCIL
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Langdon Neighbourhood Development Plan

2023 to 2040

Adopted March 2026

Prepared by the Langdon Neighbourhood Plan Steering Group on behalf of Langdon Parish Council

Foreword

I am very pleased to welcome you to the neighbourhood plan for our parish of Langdon. As residents, we might take for granted the varied rural settings of our surroundings but for first-time visitors to Langdon they will delight in exploring our four distinct historic village and hamlets set in the open rolling landscape of the North Downs.

Langdon, until now, has experienced small changes to its rural character but national planning policies are responding to increasing housing demand, carbon-neutral targets and renewable energy generation. We have the opportunity to set out how our parish will respond to national development pressures by what we see as acceptable evidence-based need which will describe and sustain the four distinct settlements of Langdon. With this in mind, Langdon Parish Council took the decision in 2020 to set out a vision and planning framework by developing a Langdon Neighbourhood Plan.

This plan has been prepared by a small steering group comprising of parish councillors, residents and community planning consultants, together with feedback from public workshops. Our plan aims to shape and influence future development in a positive way so that it delivers the greatest benefits for local people. Above all, the plan seeks to raise the standard of built design in shared public spaces so that the parish we leave behind for future generations is even better than it is today.
As chairman of the Langdon Steering Group, I would like to thank everyone who contributed to the project with their views, evidence and professional guidance. I hope you approve of the result!

I would like to thank my fellow members of the working party namely:

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- Gary Gallagher
- Dave Willett
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- Holly MacMahon (AECOM, Design Guidance and Codes)
- Locality (Housing Needs Assessment)
- Tessa O'Sullivan (RACE, Affordable Housing Needs Assessment)
- Funding via Locality (on behalf of DLUHC Government UK)
- Langdon Parish Council (Funding)
- Dover District Council (Ward Councillors and Planning Policy Team))

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1. INTRODUCTION

1.1 This document is the Langdon Neighbourhood Plan (LNP). It sets out planning and land-use policy for Langdon Parish, over the period 2023 to 2040, forming part of the development plan for Dover district. Dover District Council (DDC), as the local planning authority, designated the Langdon neighbourhood area in October 2020. The neighbourhood area shares its boundary with that of the Parish (*Figure 1*).

1.2 The LNP has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Development Planning (General) Regulations 2012 (as amended). The Parish Council, as the Qualifying Body, set up a Neighbourhood Plan Steering Group comprising local councillors and volunteers from the community, to lead on the preparation of the Plan. In consultation with the community, local businesses and others, the Steering Group has established a vision and framework for the future of the designated area and set out how that vision will be realised through planning land use and development change over the period 2023 to 2040.

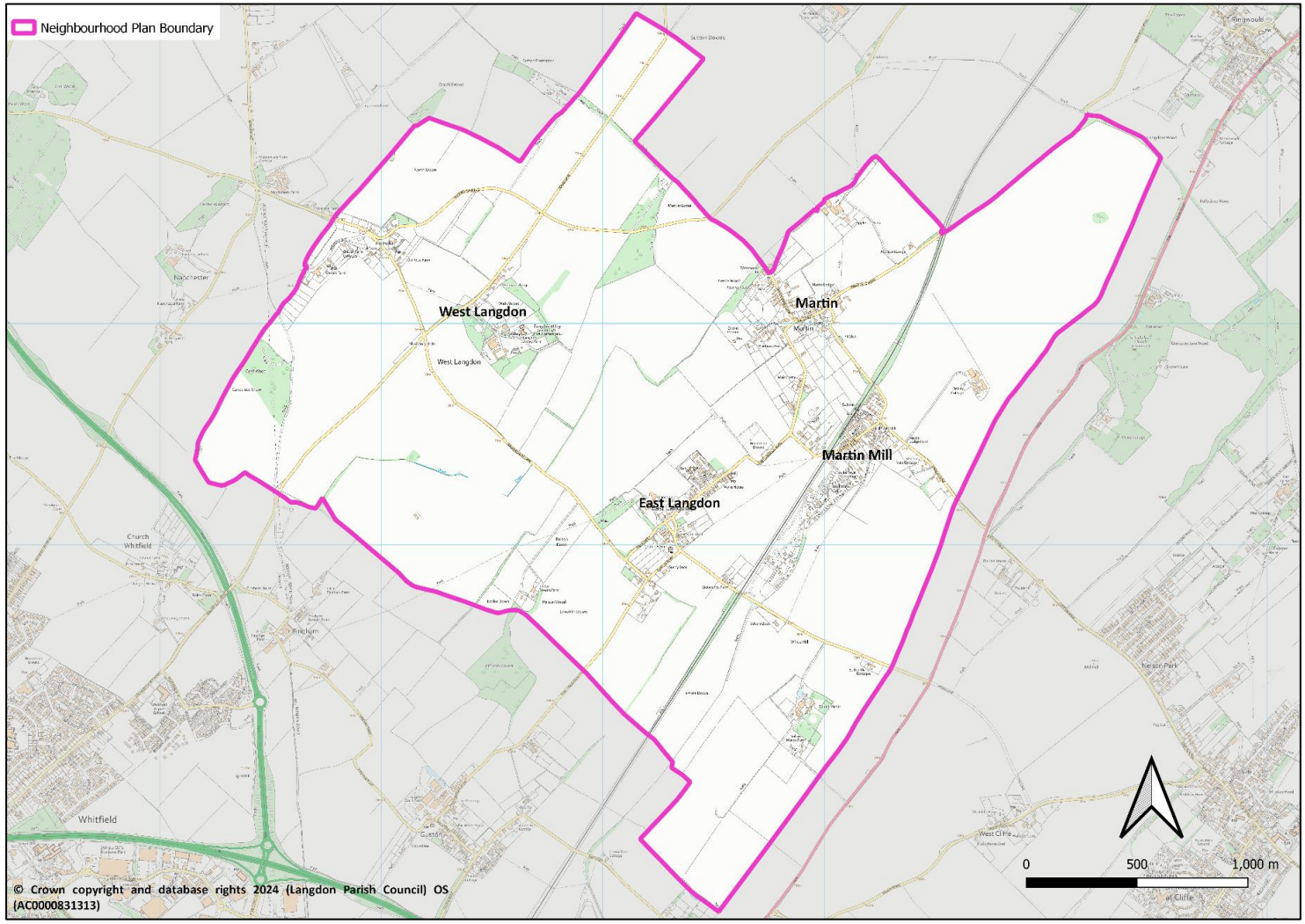
1.3 The LNP policies form part of the development plan for Dover district and must be considered by any interested parties wishing to submit planning applications for development within Langdon Parish. The policies also set out how land should be considered locally in planning terms and is a material planning consideration in the determination of applications alongside the policies of the local development plan.

1.4 The process of producing the LNP has sought to involve the community as widely as possible and the different topic areas are reflective of matters that are of considerable importance in Langdon parish. Within each section there is a summary of what the policy seeks to achieve and a justification, providing the necessary understanding of why the policy is needed and how it should be applied. The policies themselves are presented in the green boxes and these will be used to determine planning applications. To understand the full context for any individual policy, it should be read alongside the supporting text and evidence documents that have been compiled to underpin the LNP.

1.5 Beneath each policy is a conformity reference, listing the relevant strategic policies in the adopted Dover District Local Plan to 2040 (2024) (DDLP) and the paragraphs of the National Planning Policy Framework (NPPF, December 2024) that the policy conforms to.

1.6 The LNP also identifies local community projects that are not met through planning policy, but which are important to the well-being of the community. Finally, the Plan sets out the Community Infrastructure Priorities and a framework for monitoring and implementation.

Figure 1: Langdon Neighbourhood Plan designated area



The Planning Policy Context

National Planning Policy

1.7 The LNP has been prepared in accordance with the NPPF (most recently revised in December 2024). It states:

> 30. *"Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan.* ***Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies*** *(Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area).*
>
> 31. *Once a neighbourhood plan has been brought into force,* ***the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict****; unless they are superseded by strategic or non-strategic policies that are adopted subsequently."*

Local Planning Policy

1.8 The Development Plan for Dover district comprises the following:

- Dover District Local Plan to 2040 (2024)
- Approved neighbourhood plans
- Kent Minerals and Waste Local Plan 2024 to 2039 (adopted 2025)

1.9 There are also a series of Supplementary Planning documents which support the Development Plan.

1.10 The policies of the LNP must be in general conformity with the strategic policies of the adopted Dover District Local Plan to 2040 (2024) (DDLP).

1.11 The DDLP seeks to deliver, across the district, a minimum of 10,998 net new dwellings and 117,290 sqm of new employment floorspace, together with supporting infrastructure and services over the plan period. The majority of new housing development is proposed in Dover Town and at Whitfield.

1.12 The settlement hierarchy classifies East Langdon as a Larger Village, with limited services for residents and where windfall development would be acceptable in principle in or adjoining the settlement boundary. Alongside any windfall development, one residential allocation is proposed for approximately 40 dwellings in East Langdon (*Figure 2*):

- Policy SAP46 - Land adjacent Langdon Court Bungalow, The Street, East Langdon (LAN003)

Figure 2: Land proposed for residential allocation in East Langdon (Adopted Local Plan Policies Map Extract)

1.13 The settlements of Martin Mill and Martin are identified within the category of Smaller Villages and Hamlets. Such settlements have few facilities and are locations where windfall infill development would be acceptable in principle. Settlement boundaries are proposed for these two villages for the first time. West Langdon, as a hamlet, has no defined settlement boundary.

<u>Minerals and Waste</u>

1.14 Planning for minerals and waste falls outside the remit of the LNP. Kent County Council (KCC), as the Minerals and Planning Authority, advises that Dover Household Waste Recycling Centre and Waste Transfer Stations are almost at capacity. These will need addressing at some stage at the strategic level.

Community engagement

1.15 From the beginning, work on the LNP has been guided by the need to engage as widely as possible with the local community. Efforts have been made to reach those people who are often more difficult to involve in formal consultations. Apart from the statutory requirements for public consultation at various stages, measures to draw in a wider range of contributions included presentations, parish surveys, workshops and exhibitions. These have been set out fully in the Consultation Statement, which accompanied the Submission version LNP. A timeline of activity underpinning the LNP is summarised in *Table 1*.

Table 1: High-level summary of key milestones and activities

Date	Milestone	Key activities
2022	Launching the Plan	• Designating the neighbourhood area • Setting up a Steering Group • Issuing community questionnaire
2023	Identifying Key themes Engagement and evidence gathering	• Visioning and Objectives Workshop • Parish walkabouts • Community mapping sessions • Commissioning Housing Needs Survey • Developing Design Guidance and Codes
2024	Pre-Submission Draft Plan Submission Plan	• SEA/ HRA Screening of the emerging draft plan • First round of formal consultation at Regulation 14
2025 to 2026	Examination Referendum	• Submitting documents to DDC and Regulation 16 consultation • Plan is independently examined • Plan 'made'

Sustainability of the Neighbourhood Plan

1.16 The LNP has been screened by DDC to ascertain whether a Strategic Environmental Assessment (SEA) is required. The screening document was subject to consultation with Historic England, Natural England and the Environment Agency from 9 August 2024. The Screening Determination Statement, published on 27 September, concludes that the LNP is unlikely to result in significant environmental effects and therefore does not require a Strategic Environmental Assessment.

1.17 In addition, the screening determined that the 'appropriate assessment' stage of the HRA process that ascertains the effect on integrity of a European Site does not need to be undertaken. This conclusion was sent to Natural England for consideration and their response is in agreement.

1.18 A copy of the Screening Determination statements is available on the Langdon Parish Council website.

2. ABOUT LANGDON PARISH

2.1. Langdon is a parish situated in the Dover district of Kent. It is largely rural in nature and comprises the villages of East Langdon and the hamlets of Martin, Martin Mill and West Langdon.

2.2. Langdon as a place name dates to Anglo-Saxon times and comes from the original Old English meaning, 'Long Down' or 'Long Hill'. There are signs of much earlier occupation in the area which can be identified by surface features like ancient footpaths, boundary ditches and other markings. About 600 AD the manor of East Langdon was acquired by St Augustine's Monastery of Canterbury and remained in its ownership until about 1536. Martin was originally associated with the manor of Northbourne, whereas the manor of West Langdon was linked to Guston.

2.3. In 1192 AD Langdon Abbey was founded and remained active until 1536 when Henry VIII dissolved the monasteries, including Langdon Abbey. The remains of the Abbey lie between West Langdon and East Langdon and are designated as a Scheduled Monument. There are also two conservation areas; one in East Langdon, covering the original core settlement and one in Martin. All traces of the Manor of Pising, mentioned in the Domesday Book and located between Poison Wood and Guston, have long since gone.

2.4. The hamlet of Martin Mill did not develop until around 1884 when the Dover to Deal railway was completed, although there was a windmill here from 1769 (now demolished). During the Second World War, Langdon witnessed enemy action from aerial Dog-Fights and long-range shelling across the Channel. The remains of some military installations are still visible.

2.5. Lying to the northwest of the Kent Down National Landscape, the parish is characterised by open undulating farmland with underlying chalk. As such, it benefits from extensive panoramic views including to the sea. The small settlements are enclosed by trees and hedgerow and scattered historic farms with traditional building materials including flint, red brick, and Kent peg tiles.

2.6. The parish is well-connected with a train station located in Martin Mill which offers local rail connections south west to Dover and Folkestone and north east to Deal, Sandwich and Ramsgate. There are also northward high speed rail services to London stations. Two A-roads lie just outside the parish to the west, providing vehicular connections to Canterbury, Dover and Ramsgate. The nearest town, Dover, is about 3.5 miles south west of the parish. The parish is crossed by a network of narrow rural lanes, some sunken, often with biodiverse grassy verges in contrast to adjacent arable fields

2.7. Development within the parish is predominantly residential, with a limited number of local facilities. In East Langdon these include the Primary School, St Augustine's Church, the Parish Hall, which houses a sub post office, and a recreation field with playground. In West Langdon there is St Mary the Virgin Church and the Village Hall. Martin Mill has a shop attached to the

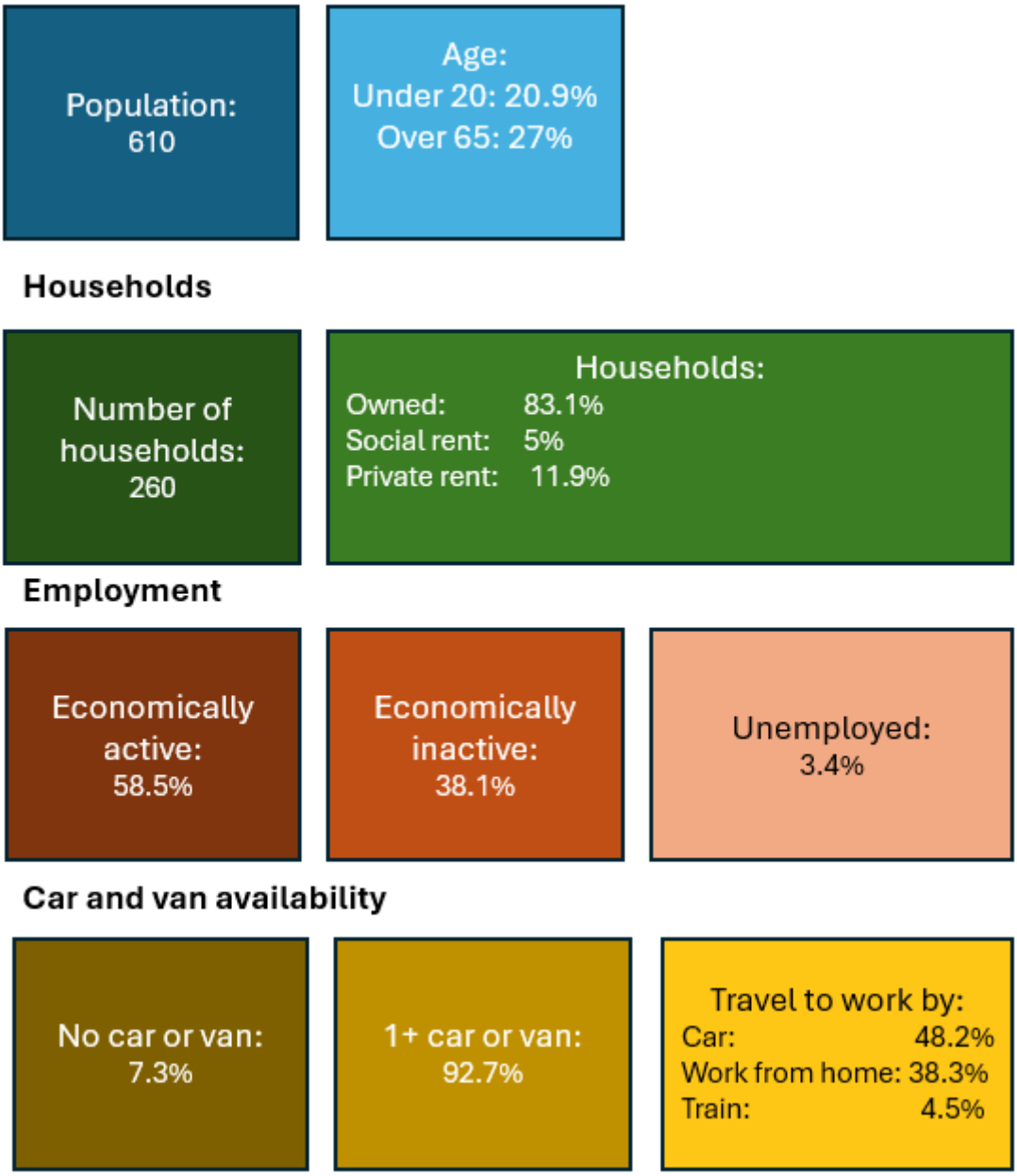
Hawthorn Farm Campsite and Holiday Park and Martin has a pub, the Lantern Inn. There are several farms and associated buildings scattered around the parish.

Images show: The former windmill at Martin Mill, St Augustine's Church East Langdon, the village green at East Langdon and St Mary's Church West Langdon

Issues and opportunities facing Langdon

2.8. A profile of Langdon is provided on the DDC webpage and summarised in *Figure 3.*

Figure 3: A parish profile (census 2021)



2.9. In consultation with the community, including the village surveys and visioning and objectives workshop, the LNP seeks to identify and address, as far as is possible, the issues that face the community:

- Housing provision – there is an aging population, although families are attracted to the rural setting. Provision needs to be made to ensure that new housing targets the local need.

- Narrow lanes, traffic speeding and congestion – the parish is located just off the A2, A256 and A258. When accidents or congestion occur on these main routes, traffic can be pushed onto the parish roads, which are extremely rural and narrow in nature. The developments proposed at Whitfield will likely exacerbate the number of vehicles using these lanes. Consideration needs to be given as to how to encourage safe opportunities for walking, cycling and equestrian, at least for internal parish journeys, both practical and recreational.
- Public transport – there is a limited bus service in the parish. Whilst this sits largely outside the influence of planning policy, there is scope for the Parish Council to lobby for additional services and a reduction in private car use. Retention of the rail service to Martin Mill is vital for the parish and adjacent communities.
- Community facilities – there is a small number of facilities across the villages and these need to be safeguarded. Sustainable development is vital.
- Mitigating climate change – there is support for encouraging homes and other development to mitigate the impacts of climate change, but the housing stock is generally older and there is a challenge in relation to retrofitting. The parish has attracted interest from solar farm companies and there is a need to ensure that any such installations are carefully designed in harmony with the landscape. The Parish Council has consistently opposed any developments which would intrude into the rural landscape and result in the loss of productive agricultural land. The strong preference is to encourage solar installations on new dwellings and existing agricultural buildings. The Chalk Pit solar farm development started in Autumn 2025.
- Biodiversity – there are opportunities to improve biodiversity and to ensure that developments do not damage what exists; retention and improvement are key.
- Heritage – the parish is rich in heritage, with three Scheduled Monuments, two Conservation areas and a host of listed buildings. The traditional look and feel of the individual settlements needs to be retained.

3. A VISION FOR LANGDON PARISH

Vision for the Neighbourhood Plan

3.1. In consultation with the community, the vision for Langdon Parish to 2040 is:

Langdon in 2040 will have retained and, where possible, enhanced its important cultural, heritage and community facilities, including a thriving school, café, pub and a shop. All four villages will have kept their individual identities and sense of separation, but will be linked by a network of safe pedestrian, cycle and horse riding routes, including to the railway station. New houses will blend with the existing character of the area. Wildlife, landscapes and dark skies will be protected and enhanced and rural and agricultural enterprises will flourish. Langdon will be green, rural and accessible. Where possible, we will have worked with partners to enable well maintained roads and verges, speed restrictions (20 mph), good pavements, public transport and clean air.

Neighbourhood Plan Objectives

3.2. The objectives of the Neighbourhood Plan are as follows:

Objective 1: Sustainable development and housing: New homes are well-designed and directed to the most sustainable locations. They will meet the needs of the local community and allow growth and adaptation to serve all phases of life, promoting health and wellbeing. Opportunities for local employment are supported, including homeworking.

Objective 2: High quality design: The individual identities of the four settlements and their sense of separation from each other within the countryside is maintained. New homes and businesses will blend with the existing character of the area. The architecture uses passive energy and low carbon building materials and there is increased biodiversity and reduced carbon emissions for existing and proposed development.

Objective 3: Protecting the natural and built/historic environment: The natural environment is protected and celebrated. Green spaces that are important to the community are safeguarded and opportunities for biodiversity improvements are sought. There is a network of ecological corridors that connect through the villages and to the wider countryside. Communal space for a wide range of active and passive recreation, for all ages. The value of the parish's dark skies is recognised. The parish's heritage assets are protected, conserved and celebrated.

Objective 4: Safe and active travel: Opportunities to encourage walking, cycling and equestrian are optimised to encourage active travel for local journeys. There is the infrastructure to support electric cars with fewer miles travelled by vehicle.

Objective 5: Connected and supported communities: The existing amenities in the parish are safeguarded and, where necessary improved and expanded, to serve all needs – for health, social and wellbeing, local food production, education, culture, retail, sport and recreation. They are inclusive spaces that connect and bring people together linked to active travel and green spaces.

4. SPATIAL STRATEGY

Policy L1: Location of development

Purpose

4.1. This is an important policy in the context of the Plan. It seeks to ensure that any development is directed to the most appropriate, sustainable locations, where there is easy access to the main village services and facilities. This will help to protect the wider landscape of the parish and safeguard against the coalescence of the individual settlements. The policy does not seek to repeat Policy SP4 of the Dover Local Plan, rather it adds additional local detail.

POLICY L1: LOCATION OF DEVELOPMENT

A. Development proposals outside/not adjacent to the settlement confines (as shown in *Figure 4*) will be strictly controlled in the interests of conserving the setting of the Kent Downs National Landscape and will only be supported where it complies with Policy SP4 of the Dover District Local Plan to 2040 (2024) and:

i. It does not individually or cumulatively result in physical and/or visual coalescence and loss of separate identity of the individual communities that make up Langdon parish, in particular coalescence between East Langdon, Martin and Martin Mill; and
ii. it maintains and, where possible, enhances the natural and built appearance and character of the area; and
iii. where appropriate, bring redundant or vacant agricultural/farm buildings and/or heritage assets back into viable use consistent with their conservation; and
iv. it is capable of connecting to the primary movement network hierarchy (see Policy L13) and will not lead to unacceptable highway safety.

B. Development proposals which make use of brownfield sites will be particularly supported.

C. Development proposals for "rural exceptions schemes" to provide predominantly social housing tailored to meet local needs in the parish, supported by appropriate evidence, in accordance with Policy H2 (Rural Local Needs Housing) of the adopted Dover District Local Plan to 2040 and Policy L2 (Meeting Local Housing Needs) of the Neighbourhood Plan, and managed in perpetuity by a social housing provider.

Conformity Reference: NP objectives: all; DDLP (2024): SP2, SP3, SP4, SP15, SAP46, HE1; NPPF (2024): 7, 8, 29, 61, 73, 82, 83, 84, 96, 98, 111, 124, 125, 126, 129, 130, 135, 187, 203, 207, 210

Justification

4.2. The engagement process revealed a strong desire among local people to preserve the landscape and characterful setting of the parish and the individual identities of the four settlements.

4.3. The DDLP allocates up to 40 new dwellings at East Langdon. It does not identify a housing figure to be delivered through the LNP itself, as it is considered that housing supply will have been addressed adequately at the strategic level through the strategic allocations and any windfall. The LNP therefore does not allocate sites for housing, rather it sets out a series of parameters to support DDC's growth strategy. These are:

- conserving and enhancing the local landscape. The Kent Downs National Landscape falls just beyond the parish boundary and the parish therefore contributes to its setting. The Kent

Downs National Landscape Joint Advisory Committee have prepared a Setting Position Statement to advise on development that may have an impact on the National Landscape;

- prioritising the reuse of previously developed (brownfield) sites including former / vacant agricultural sites. The 2023 Brownfield Register prepared by DDC does not contain sites in the parish, however there are potential site available. There are also some vacant agricultural sites in the parish that could be brought back into use, and this would be supported.
- providing new dwellings in the period to 2040 on sites in accordance with the Dover Local Plan;
- ensuring that the overall amount of development does not put an unacceptable strain on infrastructure capacity;
- encouraging small-scale residential developments (windfall) that are sympathetic to their surroundings;
- ensuring that new developments include a mix of housing to meet the needs of local people, considering the current and projected demographic of the parish; and
- ensuring that new development is well-connected to the rights of way network, improving and adding to this where possible, to provide pedestrian and cycle links.

4.4. *Figure 4* shows some existing designations in the Parish and adopted settlement confines for the parish.

Figure 4: Map showing adopted settlement confines for Langdon Parish

5. HOUSING

Policy L2: Meeting local housing needs

Purpose

5.1. This policy seeks to ensure that housing proposals meet the specific housing needs of the parish in terms of size, tenure, affordability, and the needs of people at different stages of their lives. It adds additional local detail to Dover Local Plan policy H1.

POLICY L2: MEETING LOCAL HOUSING NEEDS

A. Other than in development designed to meet an identified specialist housing need, the mix of housing sizes, types, tenures, and affordability in proposed development should, in so far as is reasonably practicable and subject to viability, assist in meeting needs identified in the most recently available Langdon Housing Needs Assessment. As appropriate to their scale, nature, and location, development proposals for residential use should respond positively to the following principles:

i. the delivery of dwellings with three or fewer bedrooms, including dwellings arranged over one floor.

ii. proposals that enable greater affordability uplifts and which prioritise those with a local connection to Langdon parish (see Glossary) when it comes to allocating housing (such as the use of First Homes or Social Rent).

B. Residential development that could reasonably be expected to meet the needs of older people (by virtue of its size and location) should demonstrate how it has reflected the Housing our Ageing Population Panel for Innovation (HAPPI) principles and the guidance contained in the RTPI's "Dementia and town planning: Creating better environments for people living with dementia".

Conformity Reference: NP objectives: 1; DDLP (2024): SP5, H1, H2; NPPF (2024): 61-66, 71, 73, 74, 76, 82-84

Justification

5.2. It is important that any new residential development in Langdon parish, be it allocated or windfall, addresses local housing needs.

5.3. Policy H1 (Housing Mix) of the Dover Local Plan states that for sites of ten or more homes, *"the mix of tenure, type and size of housing proposed on site [must] reflect the Council's latest evidence of housing need and market demand and contributes towards meeting the varied needs of different households including single person households, couples, families with children, older people, people with disabilities and people wishing to build their own homes". "proposals for residential development should support the creation and maintenance of balanced communities by providing an appropriate housing mix with a range of sizes, types, and tenures of dwellings"*.

5.4. The supporting text states that specific housing mix may be informed by the district-wide Strategic Housing Market Assessment (SHMA) and any relevant local housing survey data, for example any local needs assessments or Neighbourhood Plans.

5.5. To inform housing mix in Langdon parish, a Housing Needs Assessment (HNA), contained in the Evidence Base, was prepared for Langdon in April 2024, building on the work of the SHMA at the strategic level as well as national datasets and population forecasts. In addition, a snapshot Local Housing Survey housing survey of the local residents was undertaken. The findings reveal the following:

5.6. **Affordability is a challenge in the parish:** Offering a variety of affordable housing tenures would be beneficial in Langdon parish to widen access to those with varying home ownership/renting aspirations:

- First Homes at all discount levels would not be valuable for bringing home ownership to within affordable levels for average or lower earning households. The maximum discount level of 50% is recommended, even though it would still primarily benefit above-average earners.
- If Rent to Buy is offered at a discount to entry level rents, this would slightly expand this route to home ownership in the parish. However Rent to Buy requires no deposit, thereby benefitting those with sufficient incomes but low savings. It is more attractive than renting but results in a much slower accumulation of the funds that can provide an eventual route to ownership than the other tenures discussed above. Therefore, a small offering of Rent to Buy tenures will be useful for households who lack sufficient deposits rather than sufficient incomes.
- Shared Ownership is also a viable route to home ownership for average earning households (at all equities) and households with two lower quartile earners (at the 10% and 25% equities).
- Affordable housing to rent - The evidence in this chapter suggests that the affordable rented sector performs a vital function in Langdon as the only option for a large segment of those in the greatest need.

5.7. The DDLP strategic allocation will bring forward approximately 12 Affordable homes, which is slightly lower than the need assessed in the HNA. Should the community wish to promote the delivery of more affordable housing, an exception site or additional allocations may be required. Such a scheme would be undertaken outside the LNP.

5.8. **An imbalance in the size of properties available**: The parish is dominated by larger dwellings, specifically 4+ bedroom housing, which have increased dramatically since 2011 (by 33%). Accordingly, there has been a stark decrease in the 1-bedroom and 2-bedroom properties in the parish, which fell by 21% and 7%, respectively between 2011 and 2021. Whilst the population is aging and properties should be available to serve this cohort – including downsizing properties - there is a desire to attract new families and residents' children to access housing in the area, which would assist in promoting the ongoing viability of local services, including the primary school. The suggested dwelling size mix as per the HNA is shown in *Table 2,* although Policy L2 seeks to combine the size categories to allow for greater

flexibility between them, for example by requiring 40% of new homes to have 1-2 bedrooms rather than specifying percentages for each.

Table 2: Suggested dwelling size mix, Langdon HNA

Number of bedrooms	Current mix (2011)	Suggested mix (2040)	Balance of new housing to reach suggested mix
1	5.7%	10.0%	20.8%
2	25.3%	30.6%	43.3%
3	44.9%	42.7%	35.9%
4	17.6%	12.7%	0.0%
5+	5.7%	4.0%	0.0%

5.9. Within this mix, Affordable Housing might require a greater weighting towards smaller sizes while market homes focus on mid-sized homes and some larger options.

5.10. **An aging population:** Langdon has a marginally higher 75+ age demographic when compared to Dover, which is projected to continue into 2040. Long-term disability and health needs are strongly correlated to increasing age. This may require a potential uplift in specialist housing for people with disabilities that should be planned for.

5.11. Improved accessibility and adaptability standards should be a key consideration for new homes (both market and affordable). The "Housing our Ageing Population Panel for Innovation (HAPPI)" has developed a series of principles for good design of housing covering light, ventilation, room to move around and good storage. They have particular relevance to older persons' housing. The ten principles are:

- Space and flexibility
- Daylight in the home and in shared spaces
- Balconies and outdoor space
- Adaptability and 'care ready' design
- Positive use of circulation space
- Shared facilities and 'hubs'
- Plants, trees, and the natural environment
- Energy efficiency and sustainable design
- Storage for belongings and bicycles
- External shared surfaces and 'home zones'

4.5. Good design to deliver these criteria is particularly important for smaller dwellings including apartments and bungalows.

4.6. Housing should be designed to support the needs of those living with disabilities. The Royal Town Planning Institute's guidance "Dementia and town planning: Creating better environments for people living with dementia" should inform planning applications.

6. CHARACTER, HERITAGE, AND DESIGN

Policy L3: Character and Design of Development

Purpose

6.1. Good quality design can improve social wellbeing and the quality of life by improving the built and historic environment, reducing crime, improving public health, easing transport problems and providing supportive neighbourhoods. This policy seeks to encourage development proposals within Langdon Parish to comply with the highest design standards and the locally specific Langdon Design Guidance and Codes (Appendix A) prepared for the parish. This is an integral part of the LNP. The policy and its supporting text add greater detail to the DDLP policies.

POLICY L3: CHARACTER AND DESIGN OF DEVELOPMENT

A. As appropriate to their scale, nature and location, development proposals should have a landscape-led and, where relevant, a heritage-led approach and demonstrate a high-quality of design which avoids or minimises any adverse impacts on the natural beauty, special qualities and key characteristics of the Kent Downs National Landscape through development in its setting.

B. Proposals should reflect the variety of architectural styles found locally, using materials that are in keeping with those used in existing buildings in the immediate locality. Development will be supported where this demonstrably enhances the quality of the built form of development and way in which it functions.

C. As appropriate to their scale, nature and location, development proposals should demonstrate how they have sought to address the following matters:

i. development proposals will be expected to have regard to relevant national and local design guidance and codes, including the Langdon Design Guidance and Codes, the Kent Design Guide Supplementary Planning Document, the Kent Downs Management Plan and the management principles of the Dover District Landscape Character Assessment (Landscape Character Area F3 Ripple); and

ii. make a positive contribution to the visual appearance of the main highway approaches into the Parish villages (East Langdon Road, Forge Lane, Waldershare Lane, Ringwould Road, Station Road, Solton Lane). Improvements and enhancements should include, where appropriate, additional tree planting, the enhancement of roadside green spaces (for instance through planting), the reduction/consolidation of road signs and other street furniture and wider green infrastructure improvements; and

iii. incorporate soft landscaping, including large canopy trees where appropriate, with sufficient root protection areas to ensure growth to maturity; and

iv. promote the use of sustainable transport and active travel through adopting a Healthy Streets Approach to street design; and

gives priority to the use of sustainable and multifunctional sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate.

D. Where development sites abut open countryside, development should mitigate any detrimental visual impacts on the countryside, in accordance with Dover District Local Plan Policy PM1. This should be achieved through:

i. the siting of lower density development at the rural boundary of the site in order to provide a gradual transition from the built form to open countryside;
ii. the inclusion of meaningful and characteristic landscape buffers to help ensure an appropriate transition from built development to open countryside
iii. a layout that clearly minimises the visual impact of any larger buildings on both the open countryside and existing village-scape.

Conformity Reference: NP objectives: 2; DDLP (2024): SP1, SP2, PM1, TI3, CC6, NE2, HE1; NPPF (2024): 96, 109, 129-140

Justification

6.2. Past generations of people and development have created the features that give the settlements within Langdon parish their individual identities today. This process has been gradual, taking place over many centuries, and the settlement that exists today has a distinctiveness that derives from variety. The villages contain heritage assets of all kinds, including characterful buildings, historic landmarks and archaeological features, both exposed and still beneath the ground.

6.3. The importance of good design has received renewed attention over recent years. In October 2019, a National Design Guide was launched, forming part of the Government's collection of Planning Practice Guidance. The document sets out the ten characteristics necessary for creating a well-designed place, contributing to its physical character, a sense of community and addressing environmental issues affecting climate. The National Model Design Guide expands on the ten characteristics and was used in the creation of the Langdon Design Guidance and Codes.

6.4. Furthermore, the guide Building for a Healthy Life 2020 is the Government-endorsed industry standard for the design of new housing developments. It is a tool for assessing the design quality of homes and neighbourhoods. The criteria also link to other standards for housing design, including Secured by Design. It should be used to inform development proposals along with other policies contained within this plan to achieve the industry standard's 'Building for a Healthy Life' commendation.

6.5. The report Distinctively Local aims to show in detail 'what good looks like'. Additionally, development must be guided by Building with Nature 12 guiding principles.

6.6. It is important that development is designed from a landscape-led approach that respects the historic and natural landscape of the parish and its contribution to the setting of the Kent Downs National Landscape.

6.7. The Dover Landscape Character Assessment (2020) places the parish within Landscape Character Area (LCA) F3: Ripple. The overall aim is to conserve the rural character of the landscape and sense of place created by the combination of an open rolling arable landscape with small historic villages linked by winding rural lanes and panoramic views from coastal areas, as well as its role as a setting to the Kent Downs National Landscape. The principles to be mindful of are shown in *Table 3.*

Table 3: LCA F3 Ripple Management principles as applied to Langdon parish

Landscape Management
• Manage and enhance arable land to enhance its biodiversity value and connectivity, by encouraging the creation of uncultivated field margins and headlands. • Improve the quality of existing boundaries and restore hedgerows with native species to strengthen connectivity and the traditional landscape pattern and structure. • Enhance the visual appearance of horse paddocks and conserve the sense of scale by avoiding further subdivision of fields. • Protect archaeological sites and promote public awareness and access where possible.
Development Management
• Conserve the characteristic pattern of historic villages maintaining their tight knit enclosed built character. • Conserve the distinctive vernacular of historic buildings, particularly within the two Conservation Areas, and reference the pattern of red stock, flint and clay tile buildings in new buildings and boundary treatments. • Manage the existing PROW network and consider extending it including links with the National Landscape. • Seek to reduce lighting and noise impacts on this landscape and in longer views through sensitive highway design/management. Conserve the distinctive narrow winding lanes, hedges and grassy verges. • Conserve the open skyline, avoiding the introduction of vertical elements such as pylons, telecommunications masts etc. • Protect and enhance views from more elevated areas • Protect the open character of the chalk landscape, preserving elements of tranquillity associated with it.

6.8. To influence the look and feel of any new development in the parish, the LNP Steering Group commissioned AECOM to develop a localised set of design codes for the parish.

6.9. The Langdon Design Guidance and Codes form an integral part of the LNP and underpin Policy L3 to support the creation of distinctive places that are well-integrated with the existing settlements in the parish and to promote high-quality and popular built forms. The Guidance

should be applied to all development proposals in the parish including the strategic site allocation.

6.10. The Design Guidance identifies five Character Areas in the parish, each displaying their own distinctive variations in street patterns, patterns of growth, building lines and plot sizes (*Figure 5*). Two of these incorporate Conservation Areas (East Langdon and Martin) although DDC has not yet prepared Conservation Appraisals for them. The Parish Council intends to work with DDC to start on this task. In the meantime, the Design Guidelines include detail related to these areas. Applicants are advised to consult the Design Guidance when putting forward proposals to ensure that they adhere to the specifications of the relevant character area. They should also consult the Kent Downs Management Plan.

6.11. In addition, the Guidelines provide detailed information to inform the design further, by theme. *Figure 6* provides an overview of this.

6.12. Note that DDC is producing a District-wide Design Guide, which will dovetail the Langdon Design Guidance and Codes.

6.13. Flooding and Drainage: It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding. Further details on surface water management and the drainage hierarchy are available at Policy CC6 of the adopted Dover District Local Plan.

6.14. Policy L3 has a close relationship with Policy L4 (Energy Efficiency and Design) of this Plan. Where it is appropriate to do so developments should take account of both policies.

Figure 5: Character Areas in the Parish (source: Langdon Design Guidance and Codes)

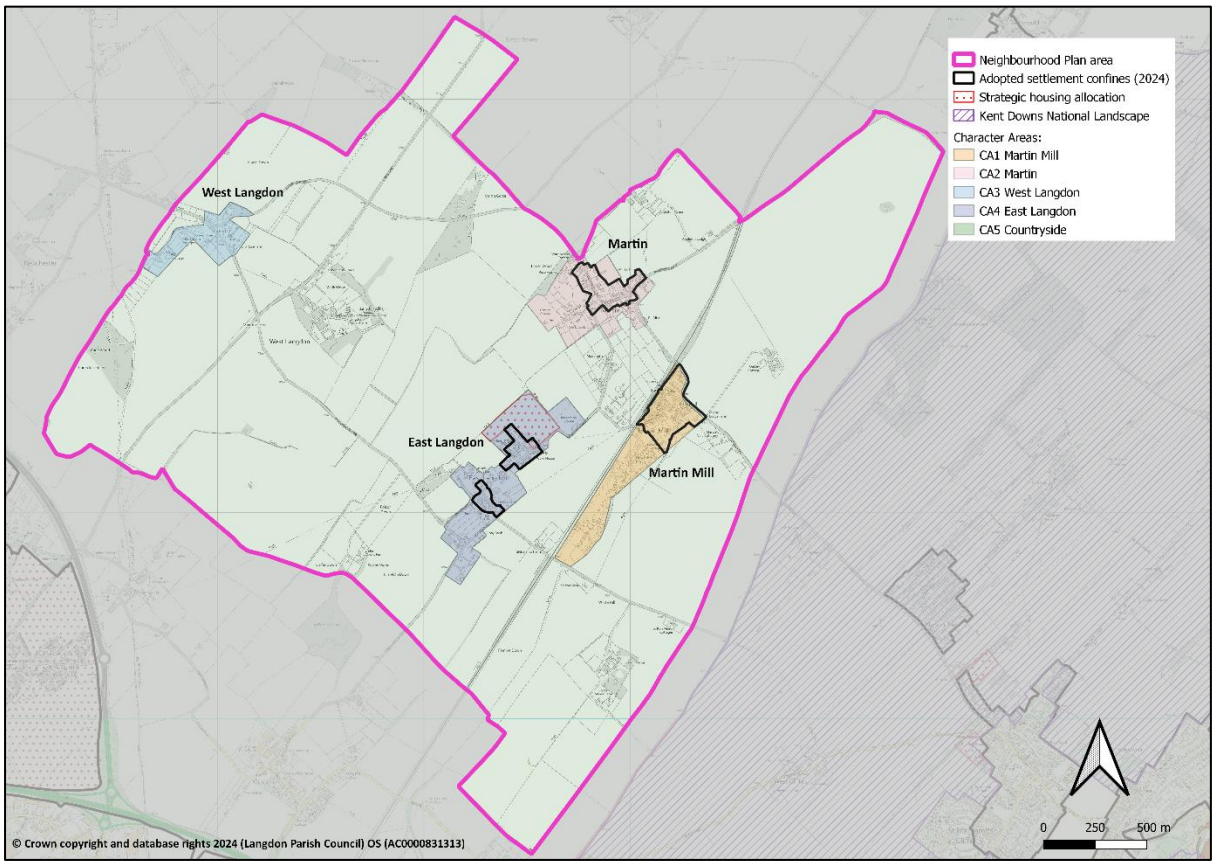


Figure 6: Aspects of design guidance to be followed in Langdon parish

SP. SAFE STREETS AND PARKING

SP01 - IN KEEPING WITH RURAL CHARACTER

SP02 - WELL CONNECTED AND SAFE STREET NETWORK

SP03 - EDGE STREETS/ LANES

SP04 - ACTIVE TRAVEL

SP05 - CAR PARKING SOLUTIONS

SP06 - TREES AND LANDSCAPING

SP07 - STREET LIGHTING AND DARK SKIES

SP08 - STREET FURNITURE AND VISITOR INFORMATION SITES

BF. BUILT FORM

BF01 - OVERLOOK PUBLIC SPACE

BF02 - DEFINE FRONT AND BACK GARDENS

BF03 - MAINTAIN A CONSISTENT BUILDING LINE

BF04 - DESIRED HEIGHT PROFILE

BF05 - RESPECT THE IMPORTANT VIEWS

BF06 - EXTENSION AND CONVERSION

BF07 - INFILL AND BACKLAND DEVELOPMENTS

BF08 - ARCHITECTURE DETAILS, MATERIALS AND COLOUR PALETTE

EE. ENVIRONMENTAL AND ENERGY EFFICIENCY

EE01 - FEATURES IN DWELLINGS

EE02 - BUILDING FABRIC THERMAL MASS

EE03 - FLOOD MITIGATION

EE04 - WILDLIFE FRIENDLY FEATURES

Policy L4: Energy efficiency and design

Purpose

6.15. This policy seeks to ensure that development meets the highest environmental standards in terms of its construction, materials and energy use. This will help to mitigate against climate change and contribute to achieving the national target of zero net carbon by 2050.

POLICY L4: ENERGY EFFICENCY AND DESIGN

A. Proposals must incorporate design and environmental performance measures and standards to reduce energy consumption, to reduce carbon emissions and climate effects will be supported, subject to compliance with other policies in the Dover District Local Plan to 2040.

B. As appropriate to their scale, nature and location, proposals which incorporate the following sustainable design features will be strongly supported, where measures will not have a detrimental impact on character, appearance, setting, landscape, and views:

- **i. Siting and orientation to optimise passive solar gain.**
- **ii. The use of high quality, thermally efficient building materials.**
- **iii. Installation of energy efficiency measures such as loft and wall insulation and double glazing.**
- **iv. Incorporating on-site energy generation from renewable sources such as solar panels, ground and air source heating and wind generation etc.**
- **v. Reducing water consumption using water re-use measures including rainwater harvesting, surface water harvesting and/or grey water recycling systems. Personal water consumption per day for new build should not exceed 110l. Where possible, it should seek to reduce to between 100l and 110l.**
- **vi. Providing low carbon sustainable design and avoid or mitigate all regulated emissions using a combination of on-site energy efficiency measures (such as insulation and low energy heating systems), on-site zero carbon technologies (such as solar panels) and, only where necessary, off-site measures to deal with any remaining emissions.**
- **vii. Designing development in a way that will help to reduce overheating in warmer months.**

C. Proposals for retrofitting heritage assets (including buildings within Conservation Areas) with measures to improve energy efficiency must be informed by an understanding of the significance of the heritage asset. Applications must demonstrate that the 'whole house approach' has been followed. Proposals will normally be supported provided that the significance of the heritage asset is conserved.

D. 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.

Conformity Reference: NP objectives: 2; DDLP (2024): SP1, SP15, HE1, HE2, HE3, CC1, CC2, CC3, CC4; NPPF (2024): 161-169, 182, 203, 212-216

Justification

6.16. On 12 June 2019 the Government voted to amend the Climate Change Act 2008 by introducing a new target for at least a 100% reduction of greenhouse gas emissions (compared to 1990 levels) in the UK by 2050. This is otherwise known as a net zero target. This

is a demanding target, which will require everyone to be engaged, from households and communities to businesses and local and national government. As part of this, the government has set an interim target to cut the country's greenhouse gas emissions by 78% for 2035 compared to 1990 levels. Being '2050 ready' means that new development will be required to have minimal energy use and net carbon emissions.

6.17. Once introduced, the Future Homes Standard will require CO_2 emissions produced by new homes to be 75-80% lower than those built to current standards. Homes will need to be 'zero carbon ready'. Fossil fuel heating (such as gas boilers) will be banned in new homes, with an expected shift to reliance on heat pumps and heat networks.

6.18. Unlike Local Plans, Neighbourhood Plans are more limited in what they can dictate in terms of environmental standards, as they must confirm to the minimum requirements as set out by national policy and building regulations. The LNP can, however, strongly encourage the design and layout of new development to maximise its potential to be as energy efficient as possible and encourage renewable energy use for domestic, public and commercial (farm) buildings.

Examples of discreet solar panels (source: Historic England)

6.19. Kent County Council recognised the UK climate emergency in 2019, as a response to the need to act locally and in the context of climate change impacts being observed at the local level: dry riverbeds, reduced water supply, intense weather events, localised flooding and loss of habitats and species. It supports a range of projects designed to help adapt to climate change and these have informed the Neighbourhood Plan.

6.20. DDC also declared a climate emergency in January 2020 and set about developing a strategy and action plan with the aim for the authority to become a net zero carbon emitter by 2030.

6.21. Opportunities to improve and promote sustainability in the parish, which would help to deliver the government's climate change targets, include: following basic passive environmental design including use of efficient and insulative materials; integrating renewable energy systems into new development, including existing and new public buildings; reducing water consumption including through grey water systems; and promoting sustainable forms of transport through priority systems for pedestrians and cyclists and public transport (buses).

6.22. The availability of water is an issue in the south-east. Southern Water's Business Plan 2020-25 states that the plan is to cut individual daily water use to 120 litres by 2025 (from around 129 litres today) and ultimately to 100 litres per person by 2040. This is supported in Policy L4.

6.23. The retrofitting of existing buildings is supported and Historic England's Retrofit and Energy Efficiency in Historic Buildings provides helpful guidance.

Policy L5: Community and renewable energy

Purpose

6.24. This policy sets out the types of renewable energy projects that would fit well with the character of the area and would therefore be supported. It also sets out the criteria to be considered as part of any renewable energy schemes in the parish.

POLICY L5: RENEWABLE AND COMMUNITY ENERGY

A. Development proposals to generate energy from renewable and low carbon sources at a medium to large scale will be supported where it meets the requirements of the adopted Dover District Local Plan to 2040 policy and where the following criteria are satisfied:

- **i. the applicant can demonstrate that any harm to the local landscape and environment will be minimised and, where necessary, mitigated. Applicants should use the Kent Downs National Landscape Renewable Energy Position Statement (as updated), and the relevant landscape descriptions contained within the Dover Landscape Character Assessment, the Kent Downs AONB Landscape Character Assessment Update 2020 and the Kent Downs AONB Management Plan to inform their landscape and visual impact assessment; and**
- **ii. the applicant can demonstrate that the proposals do not adversely affect residential amenity through noise generation or overbearing visual impact. Proposals should seek to screen installations naturally, taking into account views onto the site from within the parish, notably the ridgelines, and panoramic long views in elevated areas; and**
- **iii. existing rights of way are retained. Where not possible, redirection within the site will be considered. Opportunities will be sought to enhance access for walking, cycling and equestrianism within and across the site to provide linkages to local amenities and neighbouring settlements; and**
- **iv. there are opportunities provide improvements to the green and blue infrastructure network, including demonstrating net gains in biodiversity, in accordance with Policy L8; and**
- **v. it demonstrates in particular how land beneath or surrounding the panels will be managed and how the applicant has sought to avoid land with high potential for agriculture ('Best and Most Versatile Land'). Proposals should prioritise low yield agricultural land and rooftops, where appropriate.**

B. Proposals for individual and community-scale energy from hydroelectricity, solar PV panels, local biomass facilities, anaerobic digestion and wood fuel products will be supported subject to the following criteria:

- **i. the siting and scale of the proposed development is appropriate to its setting and position in the wider landscape; and**
- **ii. there is suitable road access, and traffic generated is appropriate for the rural setting; and**
- **iii. the proposed development does not create an unacceptable impact on the amenity of local residents; and**
- **iv. the proposed development does not have an unacceptable impact on a feature of natural or biodiversity importance.**

Conformity Reference: NP objectives: 2; DDLP (2024): SP1, SP14, CC1, CC3, NE2; NPPF (2024): 105, 131, 161–169

Justification

Renewable energy

6.25. Renewable energy comes from clean and natural resources. This means that it does not harm the environment around it, nor will it ever be exhausted.

6.26. The parish is located just outside the Kent Downs National Landscape, which may make it more attractive to renewable providers. There have been several installations in neighbouring parishes and permission for a new solar farm in Langdon parish, known as Chalk Pit Solar Farm, is scheduled for 2025. It is important that the scale of any developments does not detract from nor negatively impact the setting of the villages and expansive views towards the coast and Kent Downs.

6.27. The Kent Downs National Landscape Renewable Energy Position Statement advises that large scale wind turbine developments will be unacceptable in the National Landscape and its setting and that particular attention will need to be paid to proposals for field-scale renewable and low carbon initiatives such as solar farms in order to prevent a significant adverse effect on this designated landscape.

6.28. The challenge for larger schemes is that not all will be decided using the policies of the local development plan. Above a threshold (set out in Section 15 of the *Planning Act 2008*) of more than 50MW for onshore and more than 100MW for offshore generation, solar installations will be treated as Nationally Significant Infrastructure Projects (these thresholds are under consultation), for which a DCO must be sought from the Secretary of State. Below this threshold, schemes are determined by local plan policies.

6.29. Regardless of which planning route is used to determine such schemes, the following should be considered in parallel with the advice contained in the Kent Downs National Landscape Renewable Energy Position Statement and the Dover Landscape Character Assessment:

- The local community should be fully engaged to assist in shaping proposals.
- Schemes that offer direct community benefits, for instance community energy schemes or contributions to electric bus schemes, would be welcomed.
- The height, scale, orientation, and density of the panels should be designed to optimise solar gain while minimising impacts on the grazing capacity within a site, on biodiversity (if for instance less light can filter through) and on the visual impact from neighbouring properties and viewpoints further afield.
- Natural screening should be used to minimise visual and noise impacts. This could include the planting of trees and hedgerows and also the provision of green buffers to the edges of installations. Consideration should be given to how the site will be viewed from all parts of the neighbourhood area, in particular the ridgeline. If fencing is to be used, it should be camouflaged with natural planting to blend into the natural environment, where possible using natural materials and suitable colours if man-made. Industrial fencing will not be acceptable.
- Public Rights of Way are the responsibility of KCC. Where they cross proposed sites, they must be safeguarded. The neighbourhood area has a notably dense network of

PROW footpaths, that is treasured as illustration of historic routes between parishes, farmsteads, and churches. Rerouting of paths (suitable for use by those on foot, bicycle or horseback) or the creation of additional paths may be supported, where this offers benefits in reaching community facilities, nearby villages and the wider countryside. The County Council's Rights of Way Improvement Plan provides an opportunity to enshrine these routes in policy and ensure that they are safeguarded and well maintained.

- Opportunities to improve biodiversity must be taken and, where possible, to create and improve connectivity of habitats. Improvements should be accompanied by a management plan for the lifespan of the scheme and a system to measure that the improvements have happened over that period.
- Renewable schemes which involve the loss or degradation of productive agricultural land (BMV) should be avoided in preference to long-term local food security.

Community energy

6.30. Community energy refers to the delivery of community-led renewable energy, energy demand reduction and energy supply projects, whether wholly owned and/or controlled by communities or through partnership with commercial or public sector partners. Community energy puts people at the heart of the energy system.

6.31. There could be scope for some community renewable energy projects, for example utilising waste from farming and land management together with local food waste to power an anaerobic digester, producing gas to power a community heat facility. This would be most cost-effective when a residential or small industrial development is being designed and built. Exemplar renewable energy projects in the neighbourhood area, which would benefit the community, relate well to its character and complement existing economic activities, would be supported.

Policy L6: Conserving heritage assets

Purpose

6.32. This policy recognises the important contribution that heritage assets – designated and non-designated – make to the local character and distinctiveness of Langdon, both individually and collectively. Where possible, they should be conserved, enhanced and celebrated.

POLICY L6: CONSERVING HERITAGE ASSETS

<u>Non-designated heritage assets:</u>

A. The following buildings and structures as shown on *Figure 7* are identified as non-designated heritage assets:

1. **The site of the abandoned Maydensole Colliery and Engine Shed, between East and West Langdon**
2. **World War II Pillbox, Martin**
3. **Site of Pearson Railway Bridge, East Langdon**
4. **Watch Beetle Lane Bridge mid-field near Martin Mill Station**
5. **Village Telephone Kiosks, The Street, East Langdon and West Langdon Village Green**
6. **Martin Mill Railway Station, Station Approach, Martin Mill**

Proposals affecting non-designated heritage assets will be determined based on national planning policy. The above list is not exhaustive, and other buildings, structures and sites may be identified as non-designated heritage assets, for example during the determination of a planning application.

<u>Conservation Areas:</u>

B. Development proposals in the East Langdon and Martin Conservation Areas should ensure that alterations and new developments contribute to the conservation or enhancement of them and their settings. Development proposals should:

i. **be guided by the Langdon Design Guidance and Codes; and**
ii. **be designed to a high quality and conserve or enhance the significant of the conservation areas and their settings; and**
iii. **retain those buildings and other features, including trees and hedges, which make a significant contribution to the character of the areas; and**
iv. **protect open spaces and vistas important to the character of the areas.**

Conformity Reference: NP objectives: 3; DDLP (2024): SP15, HE1, HE2, HE3; NPPF (2024): 135, 202, 203, 207, 208, 212-219

Justification

6.33. The Parish has a rich heritage, which contributes to the area's overall character of the locality *(Figure 7)*.

6.34. There are three Scheduled Monuments:

- The remains of Langdon Abbey (Premonstratensian monastery founded 1189) and associated fishponds (NHLE 1012966). The monastery was constructed at the end of the 12th century and later dissolved in the 16th century. Abbey buildings are partially surviving as ruins incorporated into a Grade II* house;
- A bowl barrow 530m north of Langdon Abbey (NHLE 1009019) now infilled but visible on aerial photography; and
- Springfield style enclosure, a group of associated prehistoric pits and ditches and an oval barrow 1km NE of Langdon Abbey (NHLE 1009020) visible on aerial photography.

6.35. There are 14 nationally listed heritage assets including the following graded II*:

- Church of St Augustine (NHLE 1070054), the parish church in East Langdon. The parish church dates back to the 11th century with later phases; and
- Langdon Abbey (NHLE 1070055) in West Langdon, a house incorporating fabric from the Medieval Abbey.
- Barn about 20 metres north east of Jossenblock (NHLE 1070052). A timber-framed barn dated to 1725 on the aisle post within the left-hand porch.

6.36. There are two conservation areas which cover the historic core of East Langdon and the centre of Martin. There are currently no Conservation Area Appraisals for these, and this is an action picked up in Chapter 13 of this LNP. In the meantime, the Langdon Design Guidance and Codes should be used to inform development proposals in the conservation areas.

6.37. There are other heritage assets, however, that contribute to the heritage of the parish, but which are not nationally important enough to be included on the statutory National Heritage List for England (NHLE) compiled by the Government. The National Planning Practice Guidance supports the identification of non-designated heritage assets through the neighbourhood planning process (Paragraph 018-039). The topic of assets was discussed at a number of local community workshops. A number of suggestions were put forward and six assets were considered to be significant as recognisable local landmarks. Further information about these heritage assets is contained in Appendix B. Additional assets may be identified in the future. An example of this opportunity is the conversion of the old Congregation Chapel to a dwelling at West Langdon Green

6.38. In parallel with this policy, it is proposed that the identified non-designated heritage assets are considered by DDC for inclusion on a Local List when that is developed. However, the inclusion of any building or structure on such a register is not necessary for the application of this policy.

6.39. In addition, it is noted that the Historic Environment Record contains a broader directory of heritage recorded in Kent. There can be viewed on the Kent County Council Heritage Maps and should be consulted by prospective developers.

Figure 7: Heritage designations in the parish

6.40. Further information on the historic landscape of the area can be found in the Dover District Heritage Strategy.

Local Heritage at Risk

6.41. Historic England produces an annual Register of Heritage at Risk. Outside of London it does not include Grade II listings, apart from churches. The Dover District Heritage Strategy recommends developing an 'at risk' Register to identify these assets and others in the wider area. Whilst no assets within Langdon have been identified at this time, an audit of buildings and assets should be undertaken to inform the DDC work.

6.42. Opportunities to restore assets should be taken when they arise, in partnership with the owner.

6.43. A proactive stance will be taken to any heritage assets that may be at risk. This will include working with property owners to find a use that will enable them to be put back into optimum viable use consistent with their conservation.

7. EMPLOYMENT IN LANGDON

Policy L7: Supporting flexible workspaces and opportunities for homeworking

Purpose

7.1. This policy recognises the growing contribution of home-based and small-to-medium sized businesses in Langdon parish and it seeks to encourage opportunities for them, including by supporting the provision of start-up and move-on business units as well as the provision of a shared office space. This would provide a greater incentive and opportunity for local people to work locally. Homeworking too has become commonplace for many in the wake of the Covid-19 pandemic.

POLICY L7: SUPPORTING FLEXIBLE WORKSPACES AND OPPORTUNITIES FOR HOMEWORKING

A. In accordance with Policy L1, development proposals to provide working spaces that encourage homeworking, co-working and creative small industries, for instance through incubator/start-up business space on flexible terms, will be supported through:

i. the provision of new buildings or conversion of existing buildings;
ii. enabling extensions and garden offices to facilitate homeworking;
iii. enabling microbusinesses;
iv. supporting the diversification of rural businesses, in accordance with Policy L1; and
v. the provision of start-up businesses by enabling low-cost facilities in cooperative clusters.

As appropriate to their scale, nature and location, proposals for new workspaces should demonstrate the way in which they can be incorporated within their immediate locality without generating any unacceptable impacts on the amenities of residential properties and on the capacity and safety of the local highways network.

Conformity Reference: NP objectives 1; DDLP (2024): SP6, E1, E3; NPPF (2024): 86, 89

Justification

7.2. The 2021 census reveals that a large percentage of those living in the parish are working from home: 38.3% compared to 31.5% nationally.

7.3. The rural lane network in the parish makes it quite inaccessible from the main route network. This means that the parish is fairly limited in its ability to identify land for major employment. Much of the rural land in the parish is farmed and there are a number of vacant agricultural buildings that could lend themselves to providing local employment/start-up space where this can be done sympathetically within the landscape.

Example of a vacant former agricultural building

8. ENVIRONMENT AND GREEN SPACE

Policy L8: The natural environment and biodiversity

Purpose

8.1. This policy seeks to ensure that the multiple benefits of Langdon's green and blue spaces – including their importance in combating pressure on wildlife, habitats, biodiversity and geodiversity and in off-setting the effects of air pollution – are recognised and enhanced. This applies particularly where individual spaces have a greater collective value as part of wider chains of green infrastructure. This will serve to support the requirement to conserve and, where possible, provide a net gain in biodiversity through planning policy whilst accommodating sustainable development.

POLICY L8: THE NATURAL ENVIRONMENT AND BIODIVERSITY

<u>Biodiversity net gain:</u>

A. Development proposals should be designed to create, conserve, enhance and manage green and blue spaces. They should connect chains of green and blue infrastructure, as identified on the Policies Maps, with the aim of delivering a measurable biodiversity net gain of 20% (notably for major development), where possible, but as a minimum, a net gain of at least 10%.

B. Where biodiversity net gain cannot be delivered on site, it should be delivered within the parish where possible.

C. Proposals that seek to improve the connectivity between wildlife areas and green spaces will be encouraged to enhance the green infrastructure of the neighbourhood area. Proposals that support the enhancement and management of identified Biodiversity Opportunity Areas will be supported. Conversely, proposals which threaten to damage such connectivity will be strongly resisted*.

<u>Landscape and environment:</u>

D. Development proposals should conserve or enhance the natural environment and landscape character of the neighbourhood area. Development proposals should be informed by, and where possible should seek to deliver the aims of, the Dover Landscape Character Assessment (Type F3), incorporating natural features typical of the Parish, for instance ponds, hedgerows, and trees.

E. Subject to their scale, nature and location, proposals that respond positively to the Building with Nature 12 Standards will be supported.

F. As appropriate to their scale, nature and location, development proposals should demonstrate that they have addressed the following matters:

<u>Trees and woodland:</u> Policy CC8 (Tree Planting and Protection) of the adopted Dover District Local Plan requires the planting of a minimum of two new trees for each new dwelling. Additionally, this Policy requires:

- **i there should be no unacceptable loss of, or damage to, existing trees or woodlands during or as a result of development. If notable trees must be removed, they should be**

replaced with at least two trees of a similar potential size and native species elsewhere on the site, unless this is clearly not possible.

ii all priority habitats and mature trees must have a minimum buffer of complementary habitat of 10m, and more if required (for instance ancient woodland or veteran trees require a minimum buffer of 15m).

iii appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and/ or hedgerows.

iv where arboricultural work is required to a veteran/mature/notable tree (as defined by the Woodland Trust), the tree should be safeguarded and maintained in a way which responds positively to the condition of the trees and its location within the overall development.

v include additional native woodland planting with a specific focus in areas with public access.

Hedgerows

vi avoid the loss of, or the deterioration in the quality of, hedgerows. Where access points to new development involves the loss of a section of hedgerow, the access should include trees at either end of the retained hedgerow to aid wildlife to cross overhead from crown to crown.

G. Wherever practicable development proposals should seek to incorporate open space that:

- **is in usable parcels of land and not fragmented;**
- **is safe, easily accessible, and not severed by any physical barrier;**
- **is accessible to the public;**
- **creates a safe environment considering lighting and layout; and**
- **is complemented by high quality landscaping.**

Conformity Reference: NP objectives 3; DDLP (2024): SP13, SP14, NE1, NE2, CC8; NPPF (2024): 135, 136, 187-195

***** The Kent and Medway Local Nature Recovery Strategy (LNRS) was published in late 2025, and development proposals should also take account of this Strategy.

Justification

Green and blue infrastructure

8.2. The parish is located in the Ripple Local Character Area (F3), just to the northwest of the Kent Downs National Landscape. Characteristics of the landscape include open, undulating arable farmland with underlying chalk geology and long parallel valleys set out in a regular pattern.

8.3. Formally designated natural assets in the parish are shown in *Table 4* and *Figure 8*.

Table 4: Environmental designations in Langdon parish

Designated sites	Local examples
National Landscape An area designated as an exceptional landscape whose	The parish lies to the north west of the Kent Downs National Landscape. The setting of the Kent Downs does not have a geographical border. In most cases, the setting comprises

distinctive character and natural beauty are precious enough to be safeguarded in the national interest.	land outside the National Landscape which is visible from the National Landscape and from which the National Landscape can be seen.
Ancient woodland Woods that have existed since at least AD 1600 and have developed irreplaceable, complex ecosystems.	Cane Wood Giffords Covert (part of)
Priority Habitat Habitats which have been deemed to be of principal importance for the purpose of conserving biodiversity, being listed in the UK Biodiversity Action Plan, and with maintenance and restoration of these habitats being promoted through agri-environment schemes.	The parish includes priority habitats such as deciduous woodland and ancient woodland. Wooded areas are scattered around the parish, with woodland fragments concentrated around West Langdon, a small area just north west of East Langdon and Leeze Wood at Martin.
Local Wildlife Site Sites with 'substantive nature conservation value'. They are defined areas, identified and selected for their nature conservation value, based on important, distinctive and threatened habitats and species.	Cane Wood (also ancient woodland) Local Wildlife Sites are subject to change and applicants should consult the Kent Wildlife Trust for the most recent mapping.
Tree Preservation Order (TPO) A Tree Preservation Order is an order made by a local planning authority in England to protect specific trees, groups of trees or woodlands in the interests of amenity. An Order prohibits the: cutting down, topping, lopping, uprooting, wilful damage, wilful	There are several TPOs in the Parish including: Trees At Leeze Wood, Waterworks Lane, Martin Cluster of trees at The Old Lantern, Martin Cane Wood And Cane Close Shaw, Langdon Two trees at land adjacent to New Brompton, Abbey Road, Langdon

destruction, of trees without the local planning authority's written consent. If consent is given, it can be subject to conditions which have to be followed. In the Secretary of State's view, cutting roots is also a prohibited activity and requires the authority's consent.	Trees along East Langdon Road, which includes some sections of the field boundary. More detail can be sourced from DDC.
Local Green Spaces Spaces designated due to them being demonstrably special.	Eight spaces are designated at Policy L9.

8.4. There are also a range of features which, whilst not designated, form habitats and vital corridors for many animals and birds, especially those migrating and these need to be protected through the planning process. In the parish these include:

8.5. Trees and woodland: The parish is home to a significant number of trees and areas of woodland – including veteran trees and some ancient woodland. As well as natural habitats, as noted in the NPPF at paragraph 136, trees play a vital part in dealing with the effects of climate change and managing pollution. They provide shade, reduce flood risk, enable carbon capture, improve air quality and contribute to the purification of water. They also contribute to local character

8.6. Natural England advises that development which would result in the loss of, or damage to, ancient woodland and ancient or notable trees will not be permitted except in wholly exceptional circumstances, as set out in paragraph 193 of the NPPF. They advise that it is preferable to link up fragmented areas of woodland, which might be divided by development, with green bridges or tunnels. Also, to buffer ancient woodland and notable/veteran trees by leaving an appropriate zone of semi-natural habitat between the development and the woodland, providing wildlife corridors, and balancing new developments and residential areas with green infrastructure and allowing space for trees.

8.7. Planning permission should be refused for any development resulting in the loss or deterioration of irreplaceable habitats such as veteran trees and trees of a high conservation value, unless the need for and benefits of the development in that location clearly outweigh the loss. In this instance, substantial compensation as quantified by the Defra biodiversity metric will be considered.

8.8. Hedgerows: Not only do these provide habitats for a range of fauna, they also link up habitat patches and have a conservation value in their own right. Hedgerows should be retained and

extended wherever possible. The use of hedgerows to define the village streetscene should be integral to development, using native hedgerow species.

8.9. Ponds (including in private gardens): These provide a valuable habitat for species identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan (UK BAP). Sightings locally include great crested newts and emerald dragonflies. The ponds in the Parish provide connectivity as part of the wider freshwater 'patchwork'.

8.10. The public rights of way network: the parish is crossed by a number of footpaths, which themselves provide important wildlife corridors. The narrow lanes too are often bordered by trees and hedgerows, forming natural wildlife corridors. There are some abandoned rural lanes, which not only provide habitats and corridors but also contribute to local character. One of these is Watch Beetle Lane and there are moves locally to reinstate this 'Lost Way'. with a request to KCC to issue a Definitive Map Modification Order (DMMO) based on historical information compiled by a local Rights of Way enthusiast. This also fits with the Ramblers national 'Don't Lose Your Way' campaign to restore old public rights of way that are in danger of being lost.

Watch Beetle Lane Bridge (abandoned rural lane from Martin to Oxney Bottom)

8.11. Collectively, these designated and non-designated environmental features provide critical spaces as wildlife refuges and routes for wildlife, such as bats, to prevent species becoming isolated. Where it can be achieved sustainably, they can also be important spaces and routes for the local community to access for recreational purposes, contributing to people's physical wellbeing and mental health.

8.12. The community have identified some preliminary wildlife corridors in the parish – opportunities to identify further ones and connect these to the wider landscape should be sought. The green and blue infrastructure assets of the parish should be maximised and made properly accessible, where feasible. Development proposals are encouraged to facilitate improved connectivity between these wildlife areas and green spaces that are used by the community.

8.13. Development proposals are expected to retain, protect, and enhance wildlife habitats where possible and, where appropriate, include a landscape and ecological management plan, including a list of native trees and shrubs to be planted. They should be guided by the Building with Nature Standards to ensure that high-quality green infrastructure is integral to placemaking, putting nature at the heart of development in a way that is good for people and for wildlife.

Biodiversity net gain

8.14. The *Environment Act 2021* includes provision for a mandatory requirement for (most) new developments to provide a minimum 10% biodiversity net gain. The Kent Nature Partnership (KNP) is promoting the adoption of a 20% biodiversity net gain requirement across the county, and the Parish Council, through Policy L8, supports this. To assist this, the KNP has undertaken a strategic level viability assessment for 15% and 20% requirements. The assessment has found that a shift from 10% to 15% or 20% biodiversity net gain will not materially affect viability in the majority of instances when delivered onsite or offsite. Further detail can be found in its report, *Viability Assessment of Biodiversity Net Gain in Kent – June 2022*.

8.15. All development is encouraged to deliver biodiversity net gain on site; however, this is not always possible. Where off site delivery is pursued, opportunities to enhance other parts of the parish should be explored in the first instance. At the moment, there are no official Biodiversity Net Gain sites in the parish, however the Parish Council will work with the Kent Wildlife Trust's Wilder Kent project to explore potential sites. This will also link into the Kent Nature Recovery Network.

8.16. It is expected that land used for off-site biodiversity net gain delivery will be secured for the length of the net gain agreement, either via Section 106 agreements, or a conservation covenant.

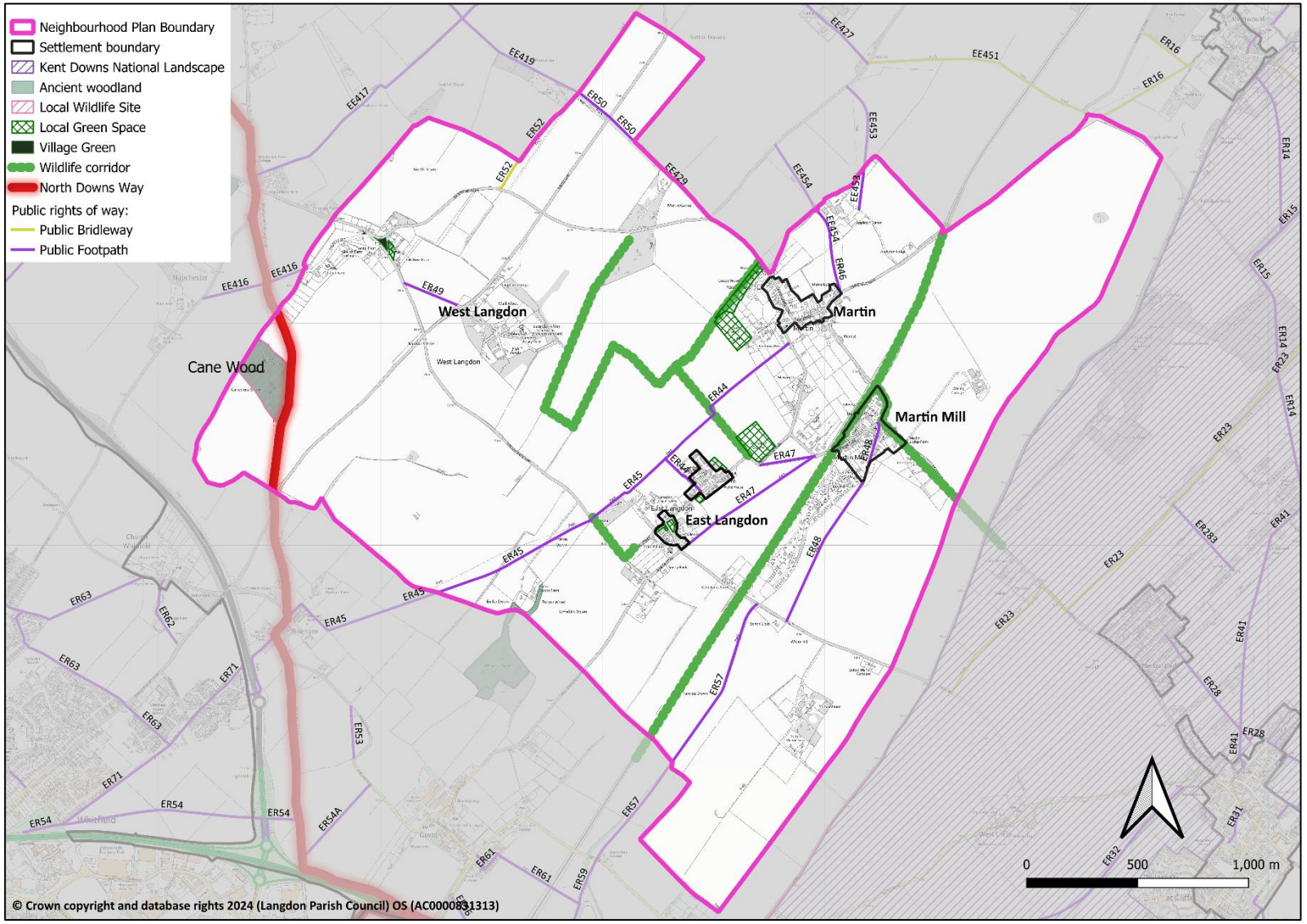
Flora and fauna-friendly development

8.17. Provision for wildlife needs on-site includes, for example, bird and bat nesting-boxes, hedgehog holes in fencing, ponds (a distinctive feature locally) and wildlife friendly communal green spaces.

Langdon Countryside Group and local biodiversity

Residents in the parish continue to the support local biodiversity. Both East and West Langdon Greens are trial sites for the creation of wild flower areas which were started in July 2023. This initiative is part of the Kent Biodiversity Strategy to promote the maintenance, restoration and creation of wildlife and plant habitats. Hedge saplings were planted at the playing field and car park as part of the Queen's Platinum Jubilee Green Canopy project. The Fostall (West Langdon Green) is maintained by residents and the Parish Council with opportunities for additional tree planting. There are numerous areas where wildflowers have been planted in public locations to support pollination. Opportunities to maintain East Langdon pond more effectively are being discussed.

Figure 8: Environmental designations in the parish



Policy L9: Local Green Spaces

Purpose

8.18. The policy seeks to designate Local Green Spaces within Langdon, that are demonstrably special to the local community. This conforms to DLP Policy PM5, which protects Local Green Spaces.

POLICY L9: LOCAL GREEN SPACES

The following eight sites are designated as Local Green Spaces as shown on *Figure 9* and at Appendix C*:*

1. **The East Langdon Cricket Ground, Martin**
2. **Leeze Wood (Locally known as The Spinney), Martin**
3. **Martin Village Green**
4. **East Langdon Village Green**
5. **East Langdon Village Pond**
6. **Village Allotments, East Langdon**
7. **Eastern part of The Fostall, West Langdon Green**
8. **Langdon Playing Field and play area**

Development proposals within the designated Local Green Spaces will be consistent with national policy for Green Belt.

Conformity Reference: NP objectives 3; DDLP (2024): SP13, SP14, PM5; NPPF (2024): 106-108, 153-160

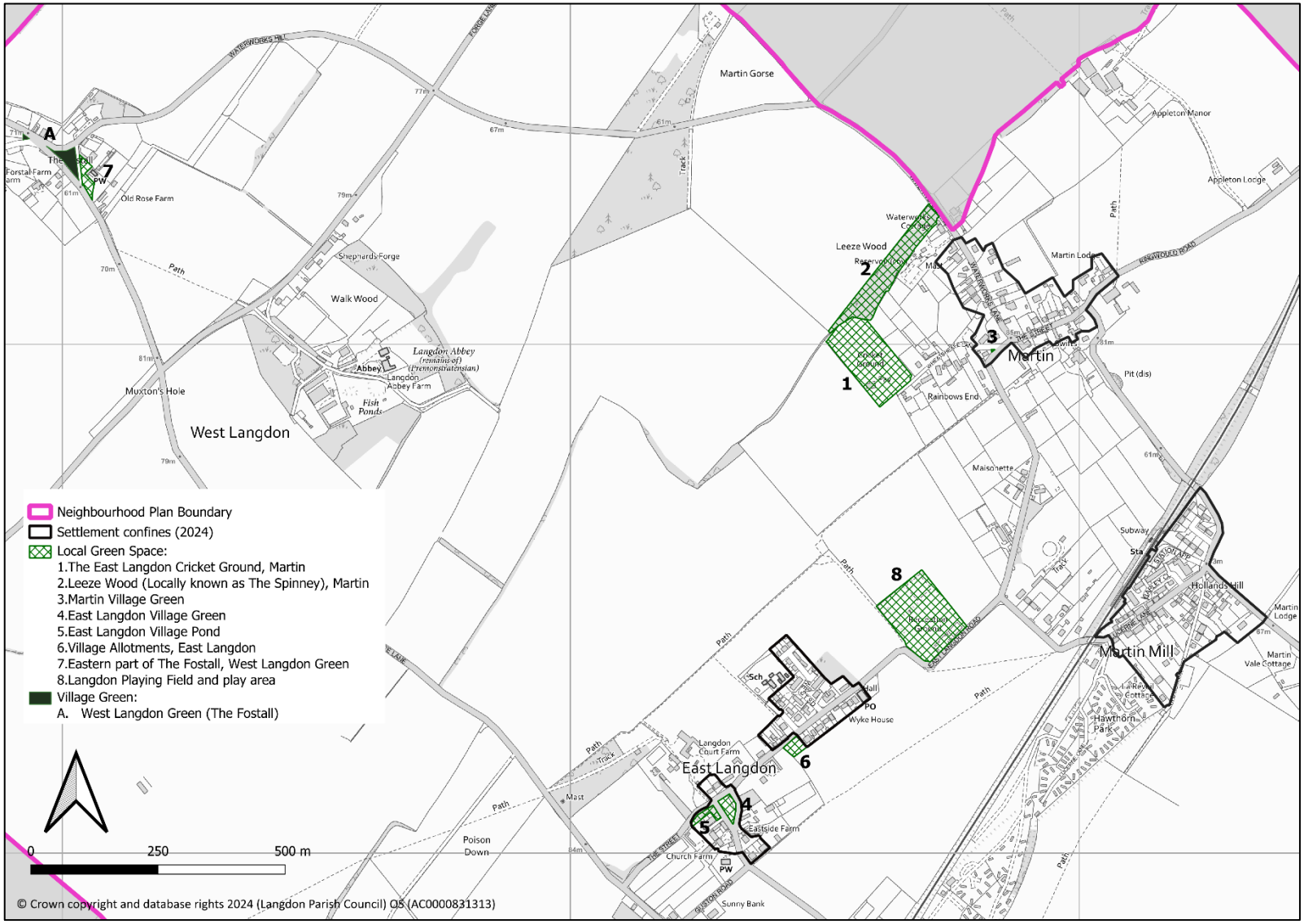
Justification

8.19. Under the NPPF, Neighbourhood Plans can designate Local Green Spaces which are of particular importance to the community. This will afford them protection from development other than in very special circumstances. Paragraph 107 of the NPPF (Dec 2024) says that the Local Green Space designation should only be used where the green space is (i) in reasonably close proximity to the community it serves; (ii) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and (iii) local in character and is not an extensive tract of land.

8.20. The community were invited to nominate spaces that they consider to be demonstrably special, both via the Community Survey and at the Mapping Workshops. Each space was visited by the Steering Group to assess them against the NPPF criteria. *Figure 9* shows the areas to be designated. Detailed maps of each space are shown in Appendix C along with details as to how they each meet the NPPF criteria.

8.21. Some spaces are already adequately protected from inappropriate development by other mechanisms, such as Village Green Status and ancient woodland. This includes West Langdon Village Green (The Fostall) and the Common Land adjacent to Hawthorn Farm Caravan site.

Figure 9: Local Green Space



Policy L10: Locally significant views

Purpose

8.22. This policy sets out a series of views in and across the parish, which have been identified by the community as being important to safeguard. The policy seeks to safeguard the views from inappropriate development.

POLICY L10: PROTECTION OF LOCALLY SIGNIFICANT VIEWS

The following views within the Plan area, which are shown on *Figure 10* and described in detail at Appendix D, are defined as Locally Significant Views:

V1: Long distance view toward Pegwell Bay
V2: Sweeping view towards Pineham
V3: Long distance view to the coast
V4: Iconic view towards East Langdon village
V5: View south from high point towards the Kent Downs
V6: East Langdon village historic streetscape
V7: Rural View from ER44 looking south-east towards the White Cliffs coast

Proposals for new development that fall within, or partly within, the shaded arcs of the seven views as shown on *Figure 10* should be designed in a way that demonstrates how they have taken full account of the defined Locally Significant Views, in the layout, design and landscaping of the development site in order to mitigate any adverse impacts upon those views. Development proposals which fail to mitigate any such impacts will not be supported.

Conformity Reference: NP objectives 3; DDLP (2024): SP2, SP13, SP14, SP15, PM1, NE2; NPPF (2024): 131-135, 187

Justification

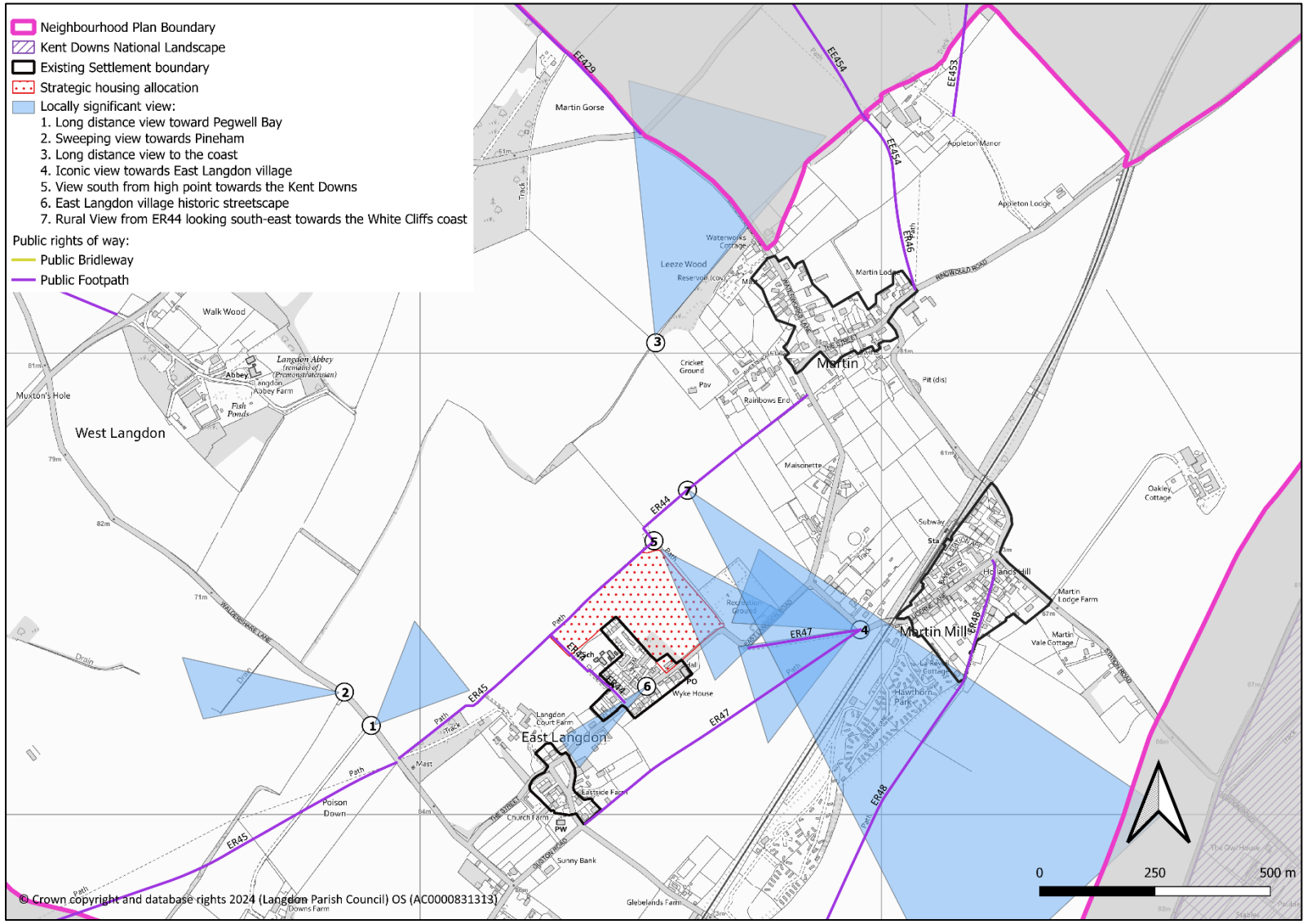
8.23. The topography of the parish is rolling, with generally higher land to the northeast. There are shallow valleys and sloping hills across the parish. This landscape lends itself to extensive, panoramic views from the higher areas of land over open countryside. The community was invited to nominate special views through the survey and at the mapping workshops. All were visited and *Figure 10* shows those shortlisted. Descriptions are provided in Appendix D. The views, all visible from public locations, are:

V1: Long distance view toward Pegwell Bay
V2: Sweeping view towards Pineham
V3: Long distance view to the coast
V4: Iconic view towards East Langdon village
V5: View south from high point towards the Kent Downs
V6: East Langdon village historic streetscape
V7: Rural View from ER44 looking south-east towards the White Cliffs coast

8.24. Development should be designed in a way that safeguards, where possible, the locally significant view or views concerned. It attempts to provide the flexibility required for a range of development proposals which will come forward within the Plan period. In circumstances

where the proposed development would be likely to have a significant impact on an identified significant view – which is highly likely for the views coinciding with the allocated site – the planning application concerned should be accompanied by a landscape and visual impact assessment proportionate to the scale of the development proposed. Appropriate mitigation measures should be incorporated within the design of the proposal and captured in the assessment. It is accepted that in some areas, views will be compromised, but developers should seek to incorporate glimpses of views within proposals. This will assist in embedding a landscape approach to development and perpetuate a sense of place, connecting with the Kent Downs and to the coast.

Figure 10: Locally significant views



Policy L11: Dark skies

Purpose

8.25. Situated just northwest of the Kent Downs National Landscape, and in a very rural part of the district, the parish provides an ideal location from which to enjoy dark skies and stargazing. These dark skies also support both nocturnal and diurnal wildlife. This policy seeks to ensure that development does not encroach on this valued aspect of parish.

POLICY L11: DARK SKIES

Development proposals should ensure that any external lighting protects the night sky from light pollution. As appropriate to their scale, nature and location development proposals should demonstrate that:

i. the lighting is necessary for operational, safety or security reasons;
ii. any light spillage beyond the application site is eliminated, or reduced by measures such as timing and proximity controls, orientation, screening, shielding or glazing;
iii. the impact on nearby residential properties, wildlife, local heritage assets or the wider landscape is minimised; and
iv. they have considered carefully, and provide details of, the light source and intensity being used, the luminaire design, height, and angle, adding baffles and cut-off shields where required, and details of control mechanisms to dim or switch off lighting schemes when not required. Where appropriate, lights should be controlled by passive infrared detectors.

Development proposals should also take account of the relevant guidance on light pollution published by the Institution of Lighting Professionals (ILP).

Conformity Reference: NP objectives 3; DDLP (2024): SP2, SP13, SP14, SP15, PM1, PM2, NE2; NPPF (2024): 198

Justification

8.26. Despite the impacts of Dover town, Port and White Cliffs Business Park, large swathes of the parish remain largely unlit (*Figure 11*) and the dark night skies in these areas are predominantly unspoilt, and it is important that they are kept that way.

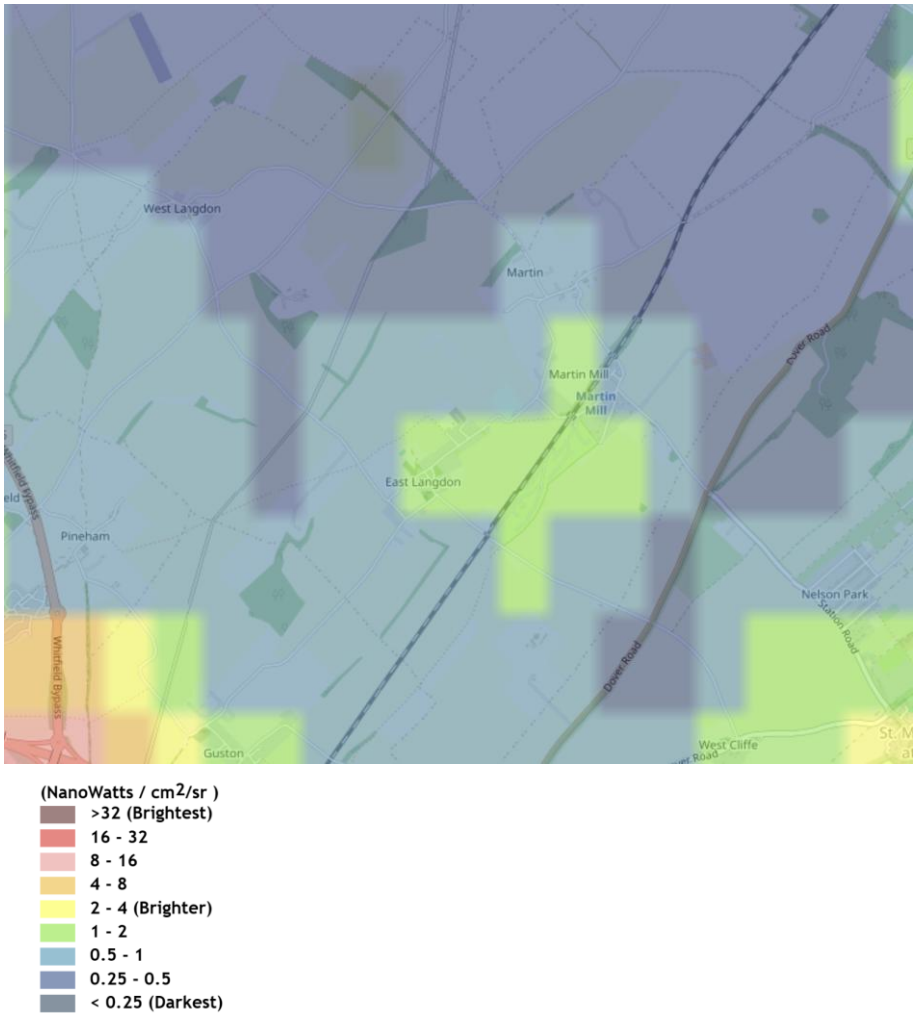
8.27. The benefits derived from the prevention of light pollution include:

- Enjoyment and appreciation – improving quality of life and providing creative inspiration
- Health – promoting better sleep patterns and reducing stress
- Wildlife – supporting a more natural environment for both nocturnal and diurnal animals
- Energy efficiency – reducing wastage from unnecessary or excessive lighting, thus reducing the parish's carbon footprint

8.28. The Kent Downs Management Plan recognises the value of dark skies, including outside the National Landscape: *"These qualities are increasingly difficult to enjoy outside the AONB, while there are* parts *of the Kent Downs which benefit from truly dark skies it is important to seek to both protect and extend these".* Equally, the Dover Landscape Character Assessment for the

Ripple Character Area seeks "*to reduce lighting and noise impacts on this landscape and in longer views through sensitive highway design/management.*"

Figure 11: Map showing levels of radiance for Langdon Parish, 2016 source: CPRE, The Countryside Charity. Each pixel shows the levels of radiance (night lights) shining up into the night sky



8.29. The impact of light pollution is particularly harmful in the open countryside where rural character is eroded. Light pollution can also compromise the architectural and historical character of conservation areas and listed buildings or their settings. Artificial lighting has an impact on biodiversity especially for nocturnal animals and invertebrates can be seriously affected by artificial light at even very low levels, adversely affecting their ability to feed and reproduce.

8.30. The Institution of Lighting Professionals (ILP) produces guidance on light pollution and this should be consulted when preparing development proposals. In particular the Guidance Note GN01: The Reduction of Obtrusive Light and Guidance Note 08/18 Bats and artificial lighting in the UK, which was updated in 2023.

Sustainable Drainage Solutions within Groundwater Source Protection Zones

Policy L12: Groundwater Source Protection Zones

Purpose

8.31. This policy seeks to ensure that the Groundwater Source Protection Zones located in the parish are protected from contamination.

Policy L12: Groundwater Source Protection Zones

A. Development proposals within the Groundwater Source Protection Zones, as shown on *Figure 12* should provide an appropriate site investigation, hydrological risk assessment and (where relevant) a contamination risk assessment. This should have regard to Southern 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 12*, 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.

Conformity Reference: NP objectives: 1, 3; DDLP (2024): NE5; NPPF (2024): 182, 187, 198

Justification

8.32. 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.

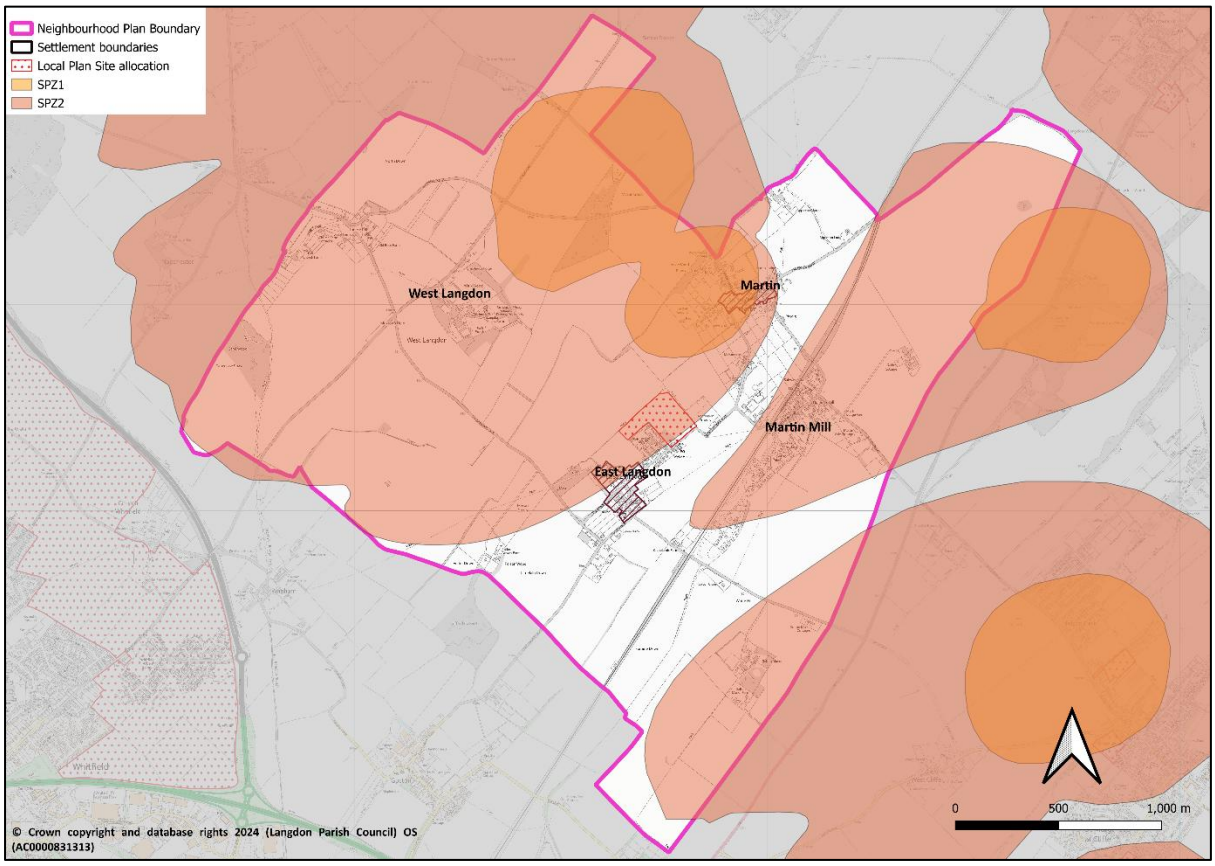
8.33. There are three main SPZs (1-3), which are categorised by different groundwater travel times for how long it is predicted for a contaminant to reach a groundwater abstraction. The SPZ1 area has a 50 day or less travel time to the groundwater abstraction, the SPZ2 has a 400 day or less travel time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

8.34. Much of Langdon parish overlies an area identified as SPZ1 and 2 (*Figure 12*).

8.35. 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.

8.36. It is also important that householders and other landowners in the Parish are vigilant about the risks of contamination, for instance from domestic heating oil and chemicals.

Figure 12: Groundwater Source Protection Zones (1 and 2) in Langdon parish



9. TRANSPORT AND MOVEMENT

Policy L13: Improving walking, cycling and equestrian opportunities

Purpose

9.1. This policy seeks to enhance walking (and 'wheeling') and cycling opportunities along routes which are most likely to encourage a shift away from the private car for short journeys in and around Langdon. This accords with the strategic transport priorities for the area, as set out in the Local Transport Plan 4: Delivering Growth without Gridlock 2016 to 2031 (p.30-31), published by Kent County Council, which support opportunities for active travel. It also supports the implementation of the County Council's Rights of Way Improvement Plan.

POLICY L13: IMPROVING WALKING, CYCLING AND EQUESTRIAN OPPORTUNITIES

A. As appropriate to their scale, nature and location, development proposals should ensure safe pedestrian, and where possible cycle, access to link up with the existing footpath and cycleway network, and public transport network, as defined in *Figure 14*.

B. The provision of new, or the enhancement of existing, cycle and pedestrian routes that are, where feasible, physically separated from vehicular traffic and from one another will be strongly supported. Such routes should be of permeable material and ensure that access by disabled users and users of mobility scooters is secured.

C. Insofar as planning permission is required, the design and layout of works related to the widening of footways or the provision of traffic-calming measures should enhance the rural, character of the parish and retain and/or provide hedgerows, trees, and soft verges wherever practicable. The materials used in such works should be sympathetic to local character, in accordance with Policy L3.

D. Proposals for new bridleways will be supported. Development proposals should retain existing bridleways. Wherever practicable development proposals should provide new or amended bridleway links provided together with safe road crossing points to enable connectivity between the village and the wider countryside.

Rural Lanes:

E. The rural lanes within the Plan area are an important part of the landscape character of the area. Many of the lanes are hedge-lined and narrow with infrequent passing points. Unless required for highway safety reasons, development proposals must respect the character and appearance of the rural lanes within the parish. Development proposals which would detrimentally affect the character of a rural lane or create a new access onto such a lane will not be supported. In particular, the following measures will need to be incorporated:

i. the level of the road or track should not be raised;
ii. the height of the embankments should not be reduced;
iii. the existing width should be retained, with no widening; and
iv. minimal or, ideally, no road markings.

Conformity Reference: NP objectives 4; DDLP (2024): SP2, SP12, T1; NPPF (2024): 96, 103. 105, 109-111, 115-117, 118, 135

Justification

9.2. Engagement for the LNP highlighted the following issues in relation to transport and movement:

9.3. Traffic and road safety: A particular characteristic of the parish is the winding narrow lanes, often hedged on each side, reducing visibility. A key principle of the Dover Landscape Character Assessment is to retain such rural routes, which are typical across the Ripple Character Area.

9.4. Located just off the A2 and the A258, the parish sees significant levels of traffic if there are incidents on those main routes. Equally it is often used by those passing through as a cut-through. The A258 Dover-Deal road is frequently being closed and the traffic diverted through the local villages which cannot cope with the vehicles. Improvements are needed to make sure that the A258 route is safer particularly at the Station Road – St Margarets junction.

9.5. The Community Survey found that approximately 90% of residents worry about speeding traffic through the villages and 80% concerned about rat-running.

9.6. Such issues fall largely outside the scope of the neighbourhood plan itself. However, there are a series of factors that may help to reduce the traffic impact and improve the environment for walkers, cyclists (and horse-riders). They include:

- Using design to slow-down traffic – for example through the introduction of tighter bends into side-roads, as opposed to wide openings; the creative use of planters to narrow lanes; use of modal filters, which allow the passage of some modes of transport but not others. The Langdon Design Codes and Guidance addresses some of these points.
- Introducing slower speed limits in part or all of the village – there is already a 20mph in East Langdon village, and there is a level of public support for broadening this, which has been successfully achieved in other settlements across Kent. There may be merit in lobbying for reduced speed limits on the approach to East Langdon, where traffic can go from 60mph (national speed limit) to 20mph within a very small distance. This could form part of a 30mph 'rural zone', as endorsed by the community. This would need to be discussed with KCC.
- Redirecting HGVs away from rural lanes – a dialogue with Kent County Council and National Highways would help to consider ways to re-route vehicles, for instance by altering SatNav guidance provided to private companies.
- Problems associated with rat-running, where local routes are used by drivers to avoid congestion on the nearby trunk roads. The Parish Council, in partnership with DDC, could explore options for development sites across the area to explore ways to route vehicles to the main roads as opposed to the rural roads.
- Working with Kent County Council Highways and private operators to improve public transport provision in Langdon, in terms of routes served, timings and punctuality.
- Working with Kent County Council Highways to help achieve the aims of the Kent Rights of Way Improvement Plan and the Framing Kent's Future strategy (2022-2026).

9.7. Movement by foot and by bicycle: Within the community itself, car ownership very is high with 92.7% of residents owning at least one car. This is not surprising for a rural area, especially where residents need to travel to neighbouring larger settlements to reach certain facilities, work and services.

An aspiration locally, however, is to encourage more people to access local facilities by foot or by bike. This would not only contribute to people's health and well-being but would also reduce the number of local cars on the roads. Cycling is popular in the village, including with visitors, as the Sustrans Sky Lark Loop running through East Langdon and Martin. This route, introduced in 2013, is intended as a safer route away from the A258.

9.8. This idea of 'walkable villages' is promoted by the Town and County Planning Association (*Figure 13)* who consider that areas should be walkable within a 20-minute walk time. Whilst this concept lends itself more readily to larger settlements, the principles apply to Langdon and its individual hamlets, particularly East Langdon, Martin and Martin Mill.

Figure 13: Walkable Neighbourhoods Concept

9.9. The community have identified the following areas where improvements to the Rights of Way network would encourage more walking and cycling (numbering corresponds to *Figure 14)*:

1. Potential to explore sympathetic upgrades to Footpath ER45, which could enable cyclists to use this route. This would need to be achieved without compromising the dual purpose of this route as a wildlife corridor. The benefit of improving this route would be to enable people to move through the village without having to walk along The Street. While the Street is walkable in the centre of the village, it becomes narrow and windy for pedestrians (and cyclists) as you reach The Playing Fields.

2. Establishing a more formal footpath link between footpaths ER44 and ER45 and Martin. This route is already used informally by residents and has been for some years (there is evidence, for instance of a Beech tree planting project undertaken by the school in the last century). The path could also connect via the informal route to the east of the proposed development site (SAP46). The benefit would be to enable access both to facilities within East Langdon village without the need to walk along the road, but also to connect East Langdon to Martin in a safer way.

3. The corner of the Playing Fields (which includes the children's playground) where The Street connects with East Langdon Road has consistently been flagged as dangerous for pedestrians. There are no pavements here. This means that many local people feel compelled to drive to the Playing Field rather than walk, despite the lack of distance. For

those accessing from East Langdon village, there may be scope to identify a new access point along the informal path (to the right of the development site) as described in (2). This would also benefit those accessing the facility from Martin.

For those arriving from Martin Mill (or accessing the station, for instance from East Langdon), whilst FP ER47 provides an off-road path most of the way, there is still a need to cross the road at the end of this path. It is unclear as to what an acceptable solution would be but discussions with KCC as the Highways Authority would be helpful and in line with the aims of their Rights of Way Improvement Plan.

4. The need for a safe pedestrian connection between Martin and the railway station at Martin Mill has been raised frequently. The route would lead along Lucerne Lane, under the railway bridge and to the railway station. A further route improvement to provide safer non-car routes towards St Margaret's Bay, a popular route for walkers, is also desirable.

9.10. In addition to these specific interventions, the public rights of way should be well-signposted and well-maintained. After the harvesting period, footpaths and bridleways which cross fields may be ploughed up during cultivation but must be restored (marked out) within 14 days. (Footpaths 1 metre width, bridleways 2m). Field edge PROWs should never be cultivated.

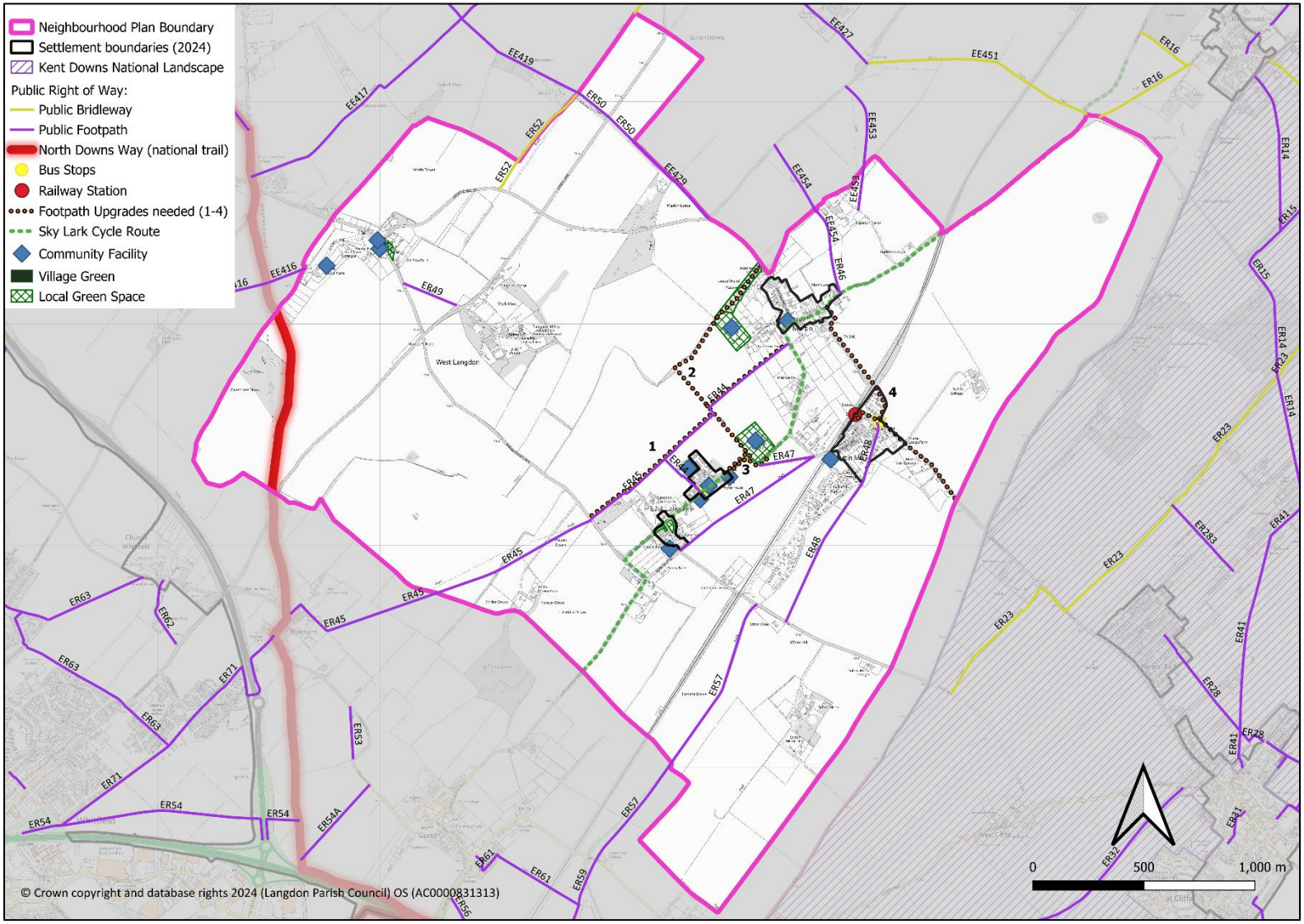
Rural Lanes

9.11. The rural lanes, characteristic of the parish, should be protected to retain the rural feel of the area, in line with the Dover Landscape Character Assessment. These are hedge-lined lanes, largely single track with infrequent passing points. All lanes in the parish are considered to meet this definition with the exception of Station Road (Martin Mill) and Guston Road (beyond the village itself).

9.12. Whilst the parish is well serviced by footpaths, the number of bridleways in the parish is limited, resulting in horse riders sharing the roads with vehicles. It is for this reason consideration is being given to establishing them as 'Quiet Lanes', as an associated action within Section 12. This concept was supported by 96% of residents in the Community Survey.

Images of rural lanes typical of the Parish

Figure 14: Movement network in the parish



10. COMMUNITY FACILITIES

Policy L14: Important community and education facilities

Purpose

10.1. The community facilities that exist within the parish provide an important resource for its residents, both old and young. They enable a range of activities and services to be run, which are important for people's wellbeing and day-to-day needs. Whilst strategic policies (PM5, PM6 and R3) seeks to resist the loss of key services and facilities generally, Policy L14 provides additional local detail by safeguarding those facilities that have been identified or nominated for designation as Community Assets and which are therefore felt to be particularly important to the local community.

POLICY L14: IMPORTANT COMMUNITY AND EDUCATION FACILITIES

A. The sites listed in *Table 5* and shown on *Figure 16* are identified as important community facilities to be retained, enhanced or developed in accordance with the corresponding description to ensure a range of quality, accessible and safe facilities that meet the diverse needs of the community.

B. Major development proposals will be expected to provide new community facilities appropriate to the scale of the development to meet the needs created by the development or to make a financial contribution to the enhancement of existing facilities.

Conformity Reference: NP objectives 5; DDLP (2024): SP2, SP11, PM4-PM6, R3; NPPF (2024): 96, 98, 100, 101, 103,104, 135,

Table 5: Community and education facilities

Map ref.	Local Facility	Commentary
1	St Mary the Virgin Church, West Langdon	DDC recognise the operational Cemetery as contributing to existing amenity greenspace quantum. The Church has Festival Church status.
2	Village phone box library, West Langdon	A community library facility operated from a phone box on a voluntary basis.
3	West Langdon Village Hall	This small village hall serves the local community and opportunities to enhance it would be supported.
4	St Augustine's Church, East Langdon	There is no permanent vicar right now. Nevertheless, the Church remains open and fairly well-attended. East Langdon Village Green is used to hold open-air services and celebrations. Maintenance of the church is supported. DDC recognise the operational Cemetery as contributing to existing amenity greenspace quantum.
5	Langdon Primary School, East Langdon	The school falls within the Dover East group of schools. Surplus places are forecast by KCC to 2028. There are no plans to expand the school at this time

		or to close it. The Dover Open Space Topic Paper prepared in 2020 notes that the school's existing sports and recreational provision should continue to be protected in line with Sports England planning for Sport Guidance. A significant rebuild scheme to modernise classroom facilities, dining hall and community space was completed in summer 2025.
6	Langdon Allotments	The allotments are recognised by DDC and add to the overall quantum of allotment space. The allotments are well-used and currently there are no vacancies. The addition of new allotments/growing spaces in the parish would be welcomed.
7	Village phone box library, East Langdon	A community library facility operated from a phone box on a voluntary basis.
8	East Langdon Parish Hall	The Parish Hall provides a hub for the village. It is where the parish council holds its meetings and also hosts other events and activities. The Post Office operates from this venue on Tuesday and Thursday Mornings. The hall is in a fairly poor state of repair and opportunities to enhance it – including the outdoor parking area – should be sought.
9	The Playing Fields and play area	This four-acre site provides leisure, sports and recreational facilities for Langdon parish and surrounding communities. Registered in 1979 as a charity, the land is held in trust for the benefit of all local inhabitants. Improvements required include the upgrade of play facilities, some of which are suffering from wear and tear.
10	East Langdon Cricket Ground and Club, Martin	A well-used local facility, which is also designated as a Local Green Space.
11	The Lantern Public House, Martin	The Lantern is the last remaining pub in the parish, with three others having closed in recent decades. It was listed by DDC as an Asset of Community Value in March 2023. This listing expires in March 2029. There is a danger that the public house will be sold. The community are considering options to retain it in its existing use or a similar community use.
12	Grapevine Café and shop, Hawthorn Farm Campsite & Holiday Park	Although provided predominantly for use by those on the caravan site, the café and shop provide a useful local facility for the community. It is the last remaining local shop following the closure of the East Langdon village shop and Butcher's shop in Martin Mill.

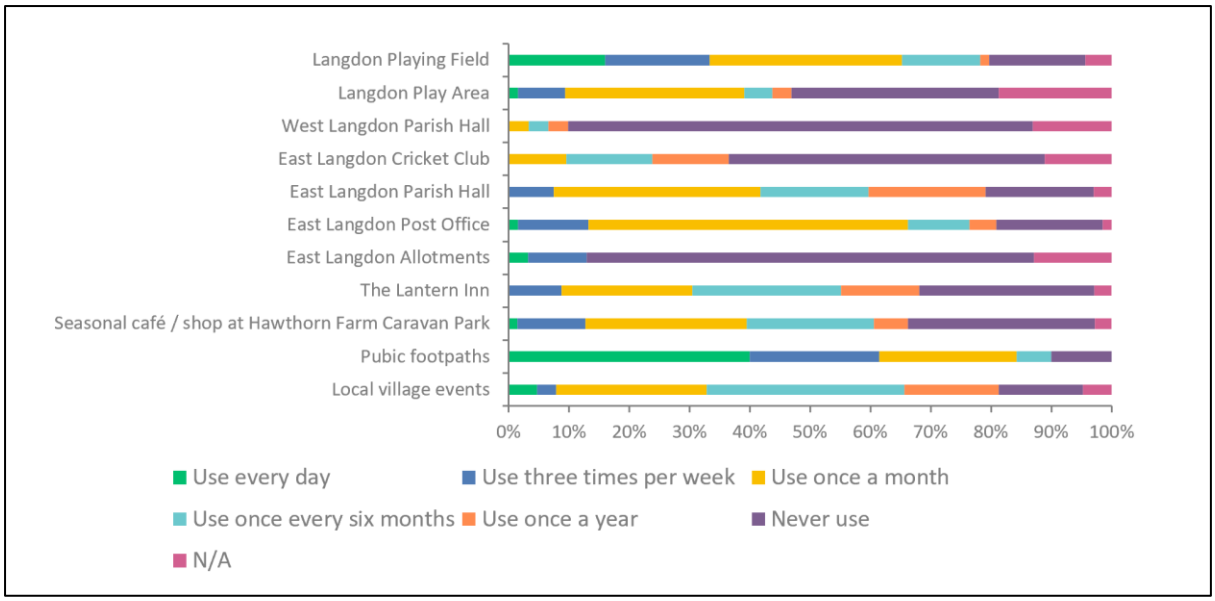
Justification

10.2. Collectively, the villages are home to a modest selection of community facilities, many of which are accessible by foot and bike (notably with the interventions described in the previous chapter).

10.3. The facilities are well-used locally (*Figure 15)* and should be retained where possible.

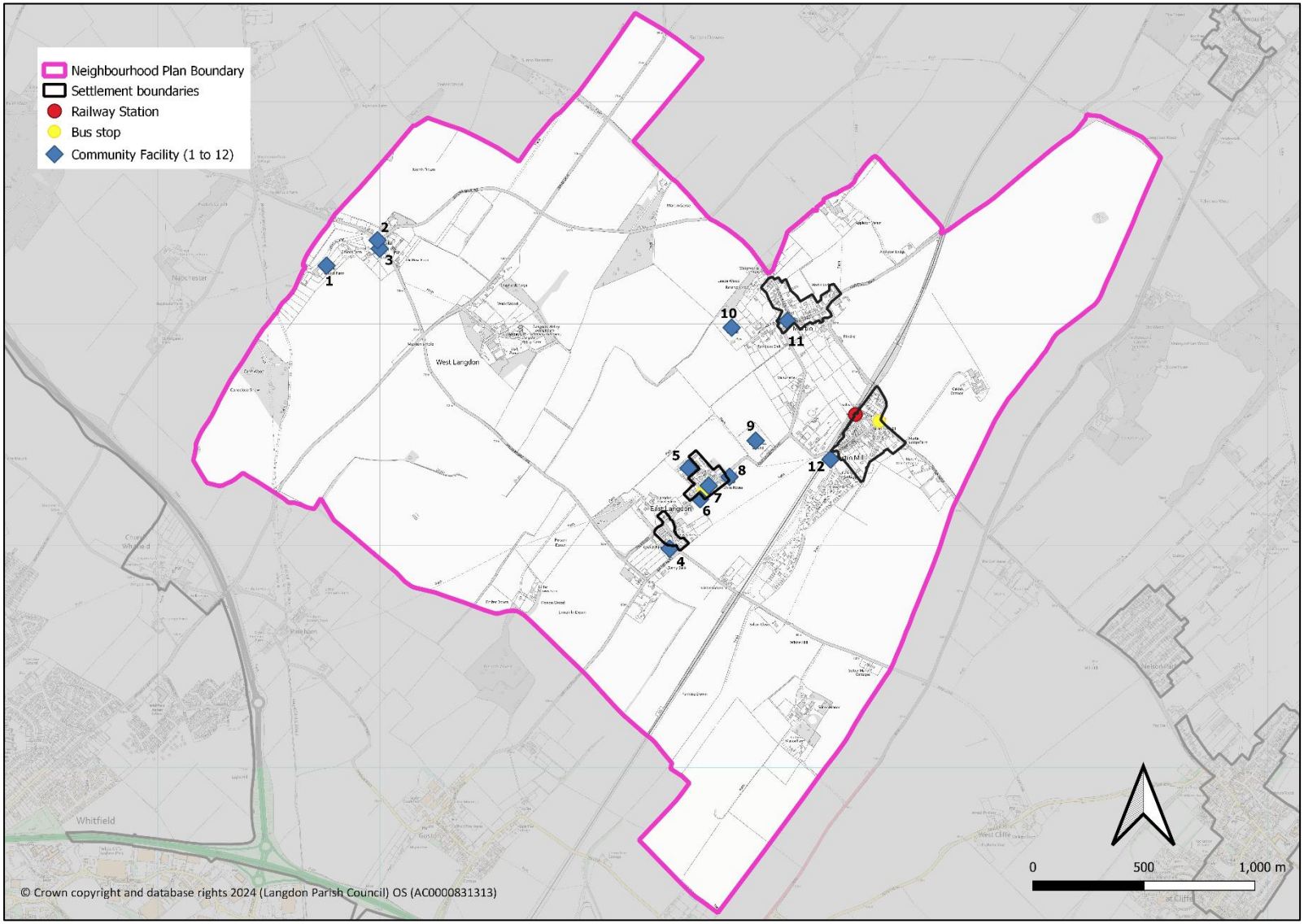
10.4. In addition to the facilities listed in the policy, there are two designated village greens, which are used for community events. These are already adequately protected.

Figure 15: How the community facilities are used locally



10.5. The current facilities are mapped on *Figure 16* and a commentary is provided in *Table 5,* within the policy.

Figure 16: Community Facilities in the parish (numbering corresponds to Table 5)



11. IMPLEMENTATION AND PLAN REVIEW

11.1. Langdon Parish Council is the qualifying body responsible for the Neighbourhood Plan.

11.2. Once the Plan has been 'made', there will be a series of actions need to be undertaken to ensure that the policies within the LNP are being interpreted and used in the way intended. It will also be necessary to maintain a watching brief on changes to the planning policy landscape, both at the national and local planning authority levels, which may have an impact on the Plan's policies. Finally, any non-planning-related projects and activities that were identified will need to be prioritised for delivery, in partnership with other organisations.

11.3. Specific actions to be undertaken are as follows:

- Pursuing the projects and activities that are not policy-based, but nevertheless contribute to the delivery of the Plan - these are set out in Section 13. These are divided into priorities towards which developer contributions may be directed and broader, community projects which have been collated throughout the process, but which sit beyond planning policy. A range of organisations may be involved in delivering these projects and there will be a need for a co-ordinated approach. Many will require funding and therefore it would be helpful to consult with the community to understand the potential costs and achievability of each. Funding may be sourced from developer contributions or tailored funds, such as the Big Lottery Fund.
- Commenting on planning applications or consultations relating to the neighbourhood plan area – the Parish Council has a role in ensuring that the LNP policies are being adequately considered, where relevant, in decisions to determine the outcome of planning applications in the Parish. A meeting between local councillors, planning committee members and the supporting planning officers at DDC would be a useful step in ensuring that the purpose and application of the policies is fully understood by all parties. This will assist in ensuring that policies are interpreted and applied in the way intended.
- Monitoring the application of the LNP policies to ensure they have been applied consistently and interpreted correctly in response to planning applications – there is scope to identify indicators to measure the effect that each policy is having and the extent to which this is delivering against the associated objective. As a minimum, the Parish Council would wish to maintain a log of planning applications relating to the neighbourhood area, detailing which Neighbourhood Plan policies have informed the Parish Council response and the outcome of the decision. This will assist in understanding whether the policies have been used in the manner intended or whether changes may be required, for instance in any future review of the Neighbourhood Plan.
- Maintaining a dialogue with DDC and the promoter/developers of the sites allocated within the DDLP.

11.4. Maintaining a watching brief on the national policy landscape – changes at the national level may impact on the policies contained in the DDLP and the Neighbourhood Plan. It is

therefore important to keep abreast of this, as this could also provide a trigger to undertake a light-touch review of the Neighbourhood Plan.

- Maintaining a dialogue with neighbouring parishes on cross-boundary projects.
- Maintaining a dialogue with the local community on the plan implementation – ensuring that all records of how the plan has been used should be made public. It is also recommended that a regular update – for instance at the Annual Parish Meeting – is provided, to feed back to the community on progress about both the effectiveness of the policies and the pursing of the projects.

11.5. Considering gaps in the Neighbourhood Plan – local issues, concerns or opportunities may arise during the lifespan of the Plan that trigger the need for the inclusion of a new policy. Such issues can be most effectively understood by maintaining open dialogue with the community and other partners.

11.6. Whilst it is not a legislative requirement to review a Neighbourhood Plan, it is good practice to do so periodically. This may be because of any of the points noted above. A light-touch review will enable the Parish Council to keep the Neighbourhood Plan up to date in general terms, and to ensure that it remains in general conformity with the wider development plan. Any review should be undertaken in partnership with and ensuring the engagement of the wider community.

11.7. The Parish Council will consider how best to progress these actions.

12. INFRASTRUCTURE IMPROVEMENTS AND PROVISION

12.1. The Parish Council is keen to influence the way in which developer contributions are spent in the neighbourhood area to the full extent of their powers under national legislation and planning guidance.

12.2. There are different types of contributions arising from section 106 agreements, section 278 agreements and the Community Infrastructure Levy (CIL):

- A section 106 agreement (based on that section of the 1990 Town & Country Planning Act) or planning obligation is a private agreement made between local authorities and developers and can be attached to a planning permission to make acceptable development which would otherwise be unacceptable in planning terms.
- A section 278 agreement refers to a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the local authority to make alterations or improvements to a public highway as part of a planning application.
- The Community Infrastructure Levy (CIL), if adopted by DCC, would be a non-negotiable charge on development based on a fixed rate per square metre of net additional development on a site, and levied by the Borough Council. Different charge rates would apply for different types of uses and in different areas. The levy is intended to fund the provision, improvement, replacement or maintenance of infrastructure required to support development in an area as set out in its local plan. With a 'made' (adopted) Neighbourhood Plan, the local community would benefit from an uplift in the level of CIL received, from 15% (capped at £100 per existing property) to an uncapped 25% of CIL receipts from neighbourhood area.

12.3. The Parish Council intends to regularly review its spending priorities. Any proposed changes to spending principles or priorities will be published for comment by the community and other interested parties. Once finalised, any updated list will be published on the Parish Council website and in relevant literature. It will also be shared with DDC for inclusion in their Infrastructure Delivery Plan, updated annually.

13. NON-POLICY ACTIONS

Table 6: Non-Policy Actions

Ref.	Issue	Possible Actions	Lead agencies / partners
1.	Parish Map and Footpath Trails	• Identify points of interest, views and buildings. Select walking routes of various lengths as interconnecting circular routes. Survey the ease of accessibility.	Form a working party between Parish Council and local resident walkers.
2.	"Welcome to Langdon" Guide	• Produce brochure outlining local facilities, contacts and brief history the area. Part of a welcome pack to new residents.	Form a working party between Parish Council and local residents.
3.	Green Spaces Projects	• Identify potential sites for community projects. E.g. Disused play area at the top of Westside redesigned as community garden.	Parish Council to approach DDC (current landowner) to discuss project. Local Westside residents' group to lead the project.
4.	Parish Tree survey	• Identify tree species and general condition. Consider TPO registration for trees of local significance and at risk.	Local survey groups from each of the 4 settlements.
5.	Langdon Playing Field Tree Survey and Trail	• To encourage appreciation and range of tree species within the site. Tree trail and worksheets for families.	Local Langdon Countryside Group
6.	West Langdon Green Registration	• Ongoing application to the Land Registry for title ownership of eastern section of West Langdon Green (The Fostall).	Langdon Parish Council
7.	Youth Club	• Explore interest in teenager activities based at the parish hall.	Call for volunteers
8.	Table Tennis/Indoor Bowls	• Revival of indoor clubs as previously based at the parish hall. The equipment is still stored at the hall.	Parish Hall Committee to advertise the resources.
9.	Well-Being and Community Involvement	• Increase the opportunities for engagement with residents.	Parish Council to publicise current and potential activities
10.	Highways Improvement Plan	• Identify highways safety and risks to all road and PROW users in the parish. Create priority list and plan for discussion and action with KCC Highways. Consider 30mph parish zone.	Parish Council and parish advisory committee.
11.	Quiet Lanes	• Consider measures to reduce traffic density, speed and noise levels to improve the rural environment for residents and visitors.	Parish Council and parish advisory committee.

12.	Heritage assets	• Support the inclusion of the non-designated heritage assets on the Dover Local List. • Develop Conservation Area Appraisals for the two conservation areas.	Parish Council and parish advisory committee. Dover District Council
13.	Village shop	• Explore opportunities to reinstate a village shop.	Parish Council and parish advisory committee.

14. POLICIES MAPS

The Policies Maps (*Figures 17 to 20)* show, collectively, the designations that exist within the parish alongside other planning matters related to the policies in this plan.

Note that the Policies Maps contain some DDLP designations, such as conservation areas and settlement boundaries, together with some neighbourhood plan designations, such as character areas and locally significant views. The map files are also published on the Parish Council website.

Key to Policies maps (Figures 17 to 20):

- Neighbourhood Plan Boundary
- Settlement confines (Policy L1)
- Strategic Housing Allocation
- Kent Downs National Landscape
- Ancient Woodland
- Local Wildlife Site
- Common Land
- Village Green

Character Areas (Policy L3)

- CA1 Martin Mill
- CA2 Martin
- CA3 West Langdon
- CA4 East Langdon
- CA5 Countryside
- Scheduled Monument (Policy L6)
- Non designated heritage asset (Policy L6)
- Listed Building (Policy L6)
- Conservation Area (Policy L6)
- Locally identified wildlife corridors (Policy L8)
- Local Green Space (Policy L9)
- Locally significant view (Policy L10)

Public Rights of Way:

- Public Bridleway
- Public Footpath
- Footpath upgrades (Policy L12)
- National Trail
- Sky Lark Cycle Route
- Railway Station
- Bus stop
- Local Facilities (Policy L13)

Figure 17: Policies map: East Langdon

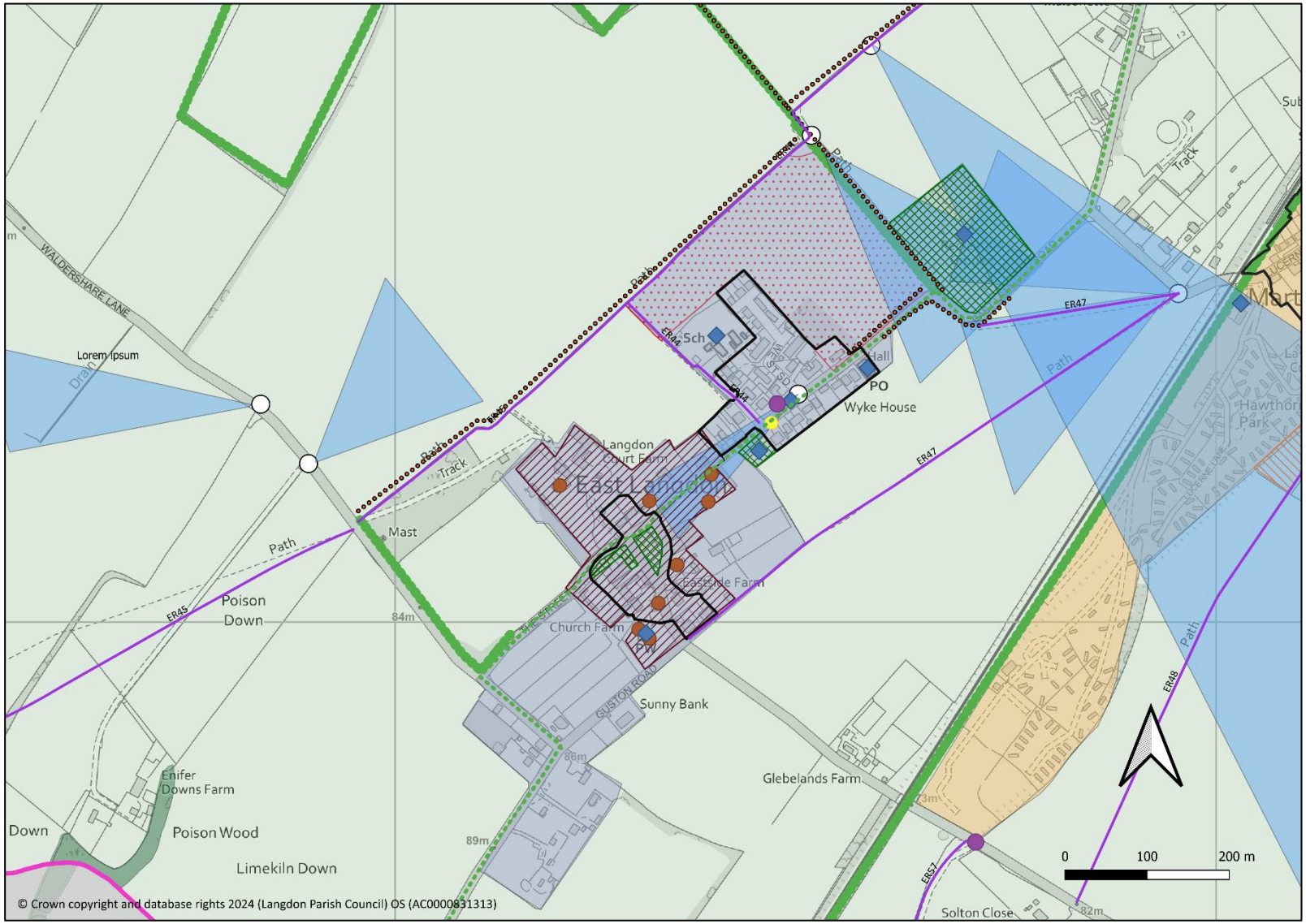


Figure 18: Policies Map - Martin Mill

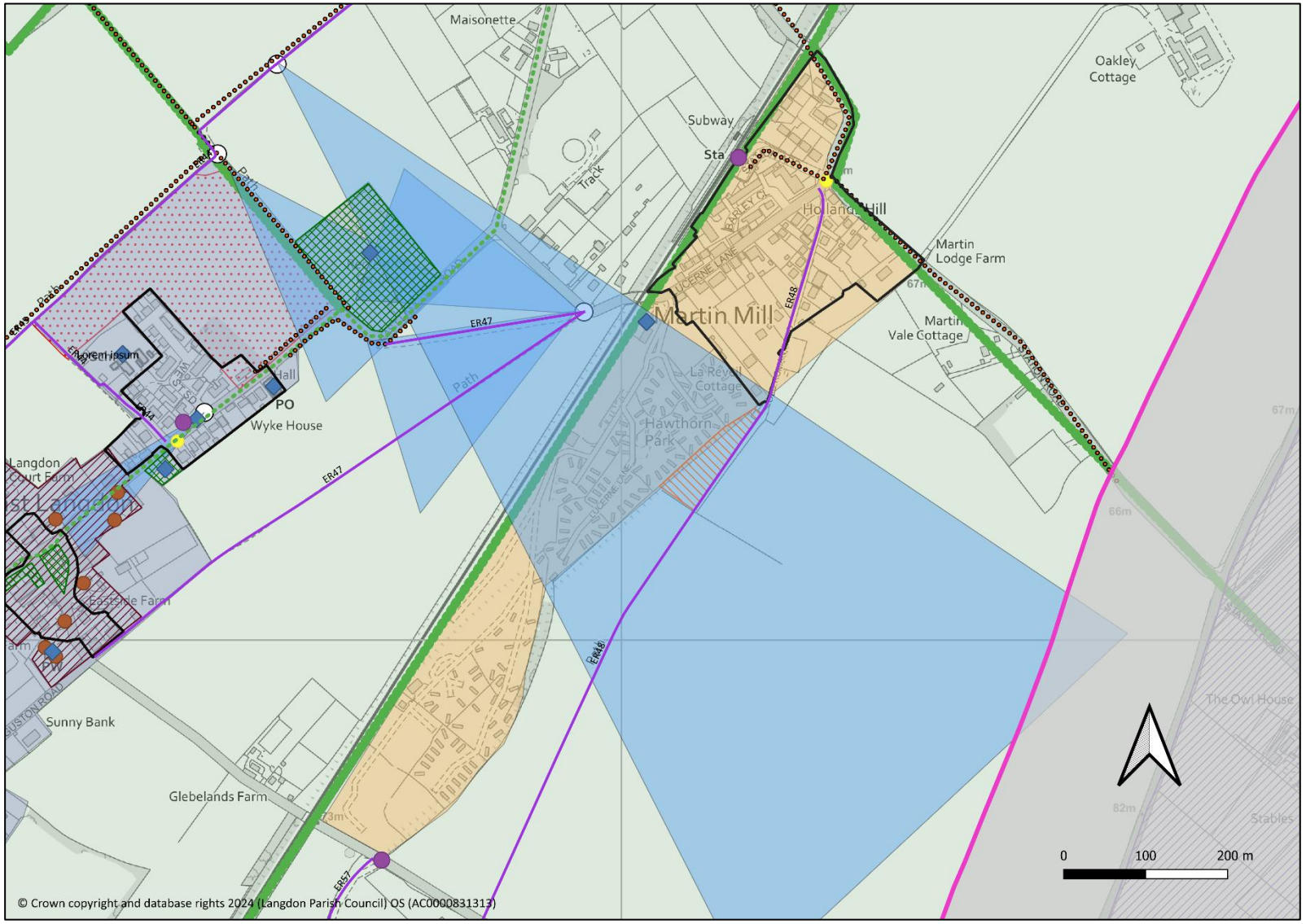


Figure 19: Policies Map - Martin

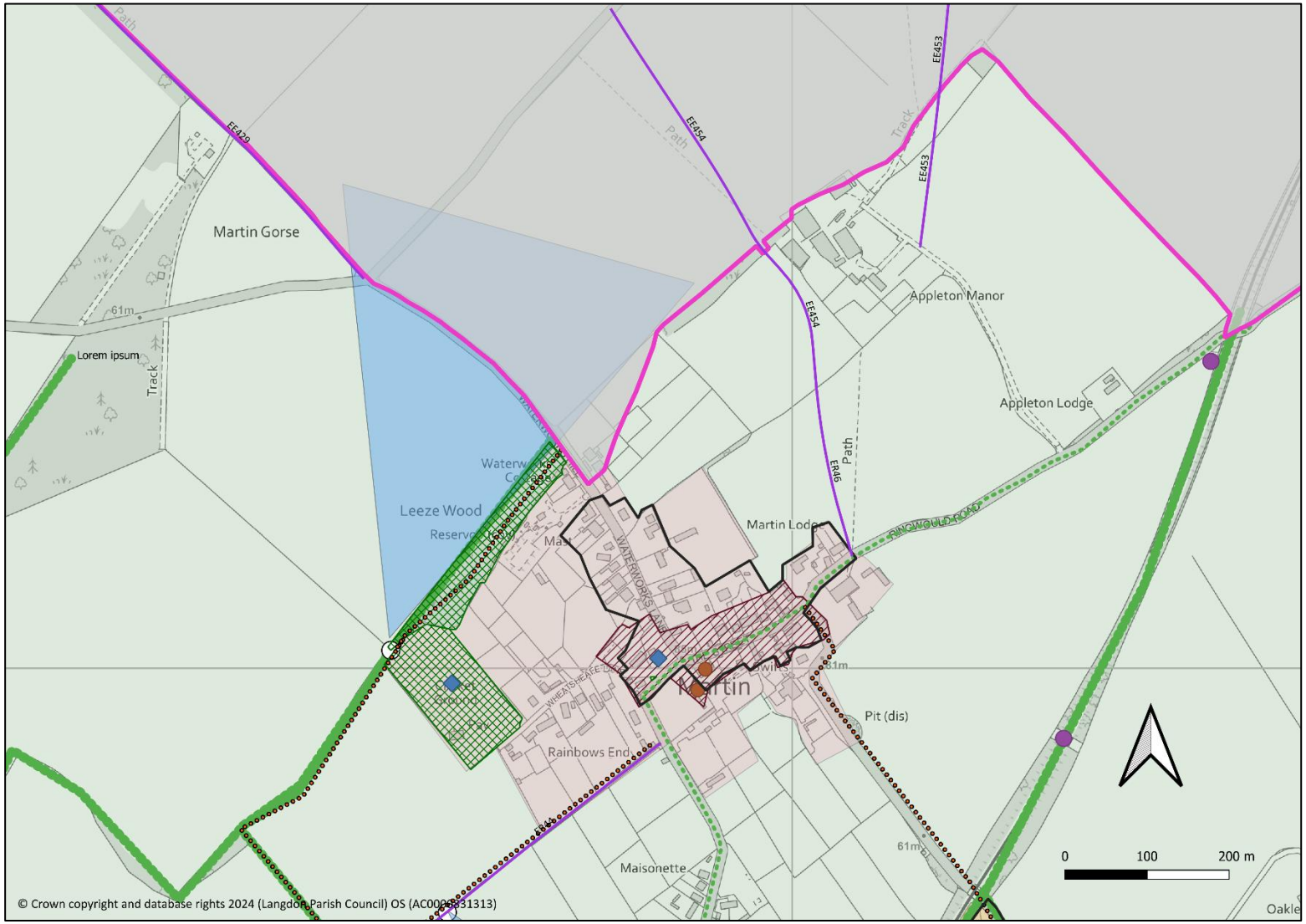
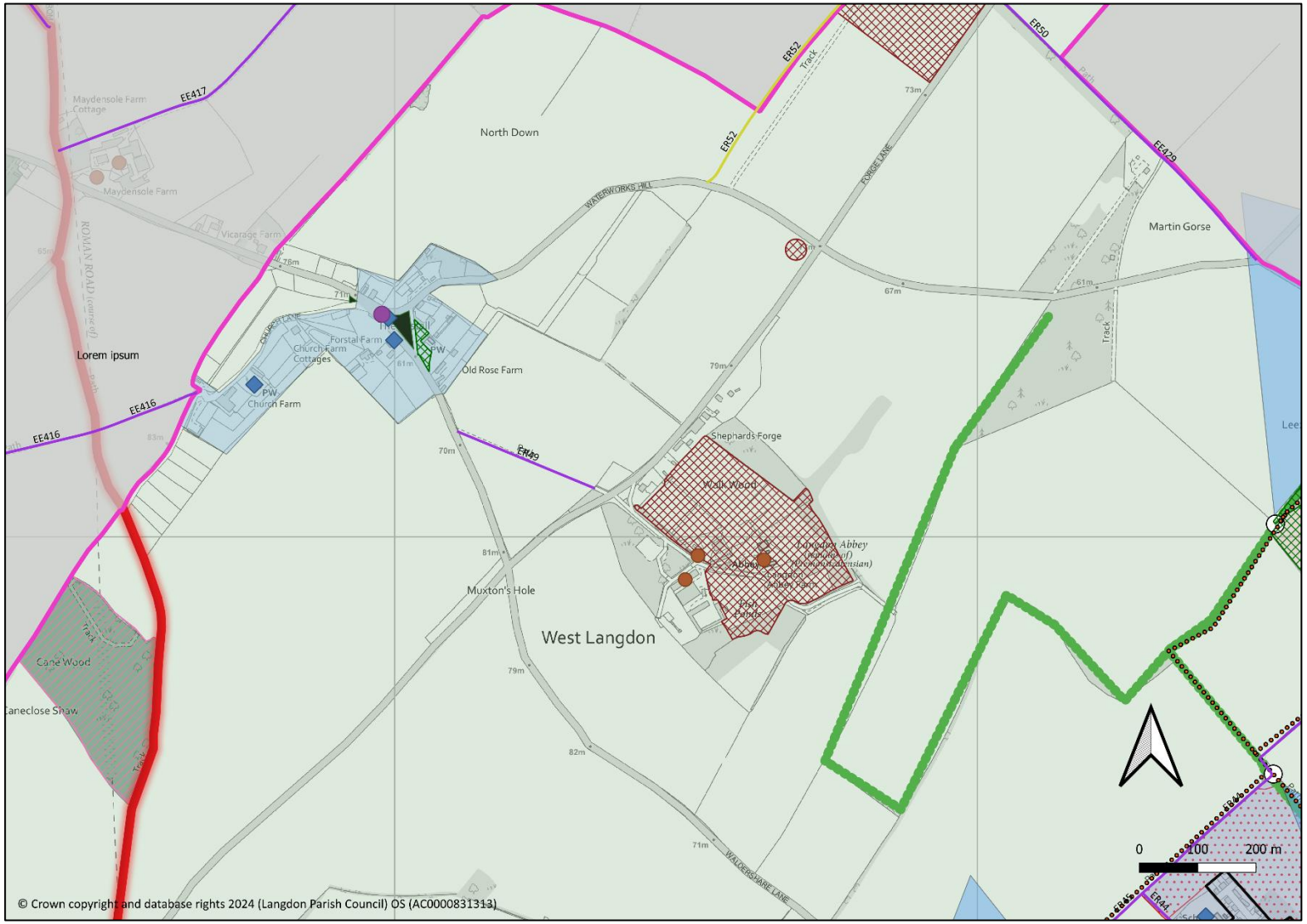


Figure 20: Policies Map - West Langdon



15. GLOSSARY

- **Active travel:** as defined in the Kent Active Travel Strategy: Active Travel means walking or cycling as a means of transport, in order to get to a particular destination such as work, the shops or to visit friends. It does not cover walking and cycling done purely for pleasure, for health reasons, or simply walking the dog (Welsh Government (2014) Active Travel: Walking and Cycling www.gov.uk.government/statistics/ active-travel-financial-year-ending-march-2015)
- **Affordable housing:** Social rented, affordable rented, intermediate housing, and First Homes provided to eligible households whose needs are not met by the market
- **Ancient or veteran tree/tree of arboricultural value:** A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.
- **Archaeological interest:** There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
- **Blue infrastructure:** Blue infrastructure refers to water elements, like rivers, canals, ponds, wetlands, floodplains, water treatment facilities, etc. Green infrastructure refers to trees, lawns, hedgerows, parks, fields, forests, etc. These terms come from urban planning and land-use planning.
- **Change of Use:** A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary to change a "use class".
- **Community Infrastructure Levy (CIL):** a fixed, non-negotiable contribution that must be made by new development. It is chargeable on each net additional square metre of development built and would be set, if adopted, by DDC.
- **Conservation area**: an area of notable environmental or historical interest or importance which is protected by law against undesirable changes.
- **Designated heritage asset:** A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation
- **Green infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
- **Heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
- **Kent County Council:** The county-wide authority has responsibility for strategic matters including waste and minerals planning, maintaining the public rights of way network, education, libraries and roads.
- **Local connection:** For the purposes of allocating affordable homes, housing shall be occupied in accordance with Dover District Council's standard allocation procedures with priority given to applicants who can demonstrate that they have a local connection to the parish of Langdon at the time of occupation.
- **Local housing need:** The number of homes identified as being needed through the application of the standard method set out in national planning guidance.
- **Local Plan** - Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for safeguarding the environment, adapting to climate

change and securing good design for the area they cover. They are a critical tool in guiding decisions about individual development proposals, as Local Plans (together with any Neighbourhood Development Plans that have been made) are the starting-point for considering whether applications can be approved. It is important for all areas to put an up-to-date Local Plan in place to positively guide development decisions.

- **Major Development:** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- **National Planning Policy Framework (NPPF)**: the national planning policy document which sets out the Government's planning policies for England and how these are expected to be applied.
- **Nature Recovery Network:** An expanding, increasingly connected, network of wildlife-rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats.
- **Non-strategic policies:** Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.
- **Older people:** People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.
- **Permitted development:** Permitted development rights are an automatic grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Most houses have permitted development rights, but flats and maisonettes do not, so planning permission is required. A further example is the conversion of offices, for instance to flats, without the need for planning permission.
- **Previously developed land/ brownfield land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.
- **Section 106 agreement**: A mechanism under Section 106 of the Town and Country Planning Act 1990 which makes a development proposal acceptable in planning terms that would not otherwise be acceptable.
- **Settlement confines:** Settlement confines are long established planning tools, consistent with the NPPF's objectives of achieving sustainable development by, among other things, supporting patterns of development that facilitate the use of sustainable modes of transport; taking account of the different roles and character of different areas; and avoiding new isolated homes in the countryside. a 'settlement confine' is a dividing line, or boundary between areas of built/urban development (the settlement) and non-urban or rural development (the open countryside). Although a settlement confine does not preclude all development beyond the confine, it does give clarity as to where new development within the confine or directly adjacent is likely to be acceptable in planning terms.
- **Supplementary Planning Documents (SPD):** Supplementary Planning Documents may cover a range of issues, both topic and site specific, which may expand policy or provide further detail to policies contained in a Development Plan Document, where they can help applicants make successful applications or aid infrastructure delivery.
- **Use Classes Order**: The Town and Country Planning (Use Classes) Order 1987 (As amended in 1995, 2005 and 2013) puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

16. LIST OF EVIDENCE DOCUMENTS

All links correct at January 2026. Evidence documents relating to the engagement activities that took place are also available on the Langdon Parish Council website www.langdonpc.org.uk.

Document/ Evidence	Author	Year
20-Minute Neighbourhoods	Town and Country Planning Association	2024
Ancient tree guide 4: What are ancient, veteran and other trees of special interest?	The Woodland Trust	2008
Building for a Healthy Life 2020	Design for Homes	2020
Building with Nature	Building with Nature	no date
CAMRA Public House Viability Test	CAMRA	2015
Climate Change Act 2008	HM Government	2008
Defra Biodiversity Metric Guidance	Department for Environment, Food & Rural Affairs and Natural England	2021
Dementia and town planning: Creating better environments for people living with dementia	Royal Town Planning Institute	2020
Distinctively Local	Distinctively Local	No date
Dover District Heritage Strategy	Dover District Council	2013
Dover Landscape Character Assessment	Dover District Council	2020
Dover District Local Plan to 2040	Dover District Council	2024
Supplementary Planning documents	Dover District Council	ongoing
Environment Act 2021	HM Government	2021
Framing Kent's Future	Kent County Council	2022
Guidance Note 1: The reduction of obtrusive light	Institution of Lighting Professionals	2021
Guidance Note 8: Bats and Artificial Lighting	Institution of Lighting Professionals	2023
Historic Environment Record	Kent County Council	ongoing
Housing our Ageing Population Panel for Innovation (HAPPI)	Communities and Local Government, Department of Health, Homes and Communities Agency	2009
Kent Design Guide	Kent County Council	2000 (currently being updated)
Kent Downs Management Plan	Kent Downs National Landscape	2021-2026

Kent Downs National Landscape Renewable Energy Position Statement	Kent Downs National Landscape Unit	2011
Kent Heritage Maps	Kent County Council	ongoing
Kent Minerals and Waste Local Plan 2024 to 2039 (adopted 2025)	Kent County Council	2025
Langdon Design Guidance and Codes	AECOM	2024
Langdon Parish Profile	Census 2021	2021
Local Transport Plan 4: Delivering Growth without Gridlock 2016 to 2031	Kent County Council	2016
Localism Act 2011	HM Government	2011
Local Heritage Listing: Identifying and Conserving Local Heritage Historic England Advice Note 7 (Second Edition)	Historic England	2021
Making local green space designations in your neighbourhood plan	Locality	2021
National Design Guide	HM Government	2019
National Model Design Guide	HM Government	2021
National Planning Policy Framework	HM Government	2024
Neighbourhood Development Planning (General) Regulations 2012 (as amended)	HM Government	2012
Planning & Compulsory Purchase Act 2004	HM Government	2004
Planners' Manual for Ancient Woodland and Veteran Trees	Woodland Trust	2019
Retrofit and Energy Efficiency in Historic Buildings	Historic England	2024
Rights of Way Improvement Plan	Kent County Council	2018-2028
Secured by Design	Secured by Design	ongoing
Southern Water's Business Plan 2020-25	Southern Water	2020
Ten Dark Sky Policies for the Government	Government All Party Parliamentary Group for Dark Skies	2021
Topic Paper: Open Space	Dover District Council	2020
Town & Country Planning Act 1990	HM Government	1990
Traffic in Villages Toolkit: Safety and Civility for Rural Roads	Dorset AONB and Hamilton-Baillie Associates	2020
Viability Assessment of Biodiversity Net Gain in Kent – June 2022	Kent Nature Partnership	2022

Appendix A – Langdon Design Guidance and Codes

The Design Guidelines and Codes for Langdon forms an integral part of the Langdon Neighbourhood Plan, underpinning a number of the policies.

The document can be accessed on the Parish Council website:

Langdon Design Guidance and Codes (Chapters 1 to 2)

Langdon Design Guidance and Codes (Chapter 3)

Langdon Design Guidance and Codes (Chapters 4 to 5)

Appendix B – Non-Designated Heritage Assets

The following are identified as non-designated heritage assets.

Table 7: Consideration of non-designated heritage assets against 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	✓	✓	✓	✓

Ref.	Name and why important
1	**Site of the abandoned Maydensole Colliery** Location: in the field to the west of Waldershare Lane between the settlements of East and West Langdon OS ref: 632161, 146133 Type: Monument - (Former Type) COLLIERY Site" (Modern - 1910 AD to 1910 AD) HER Ref: TR 34 NW 336 Full description: 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 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 (1).

	<1> Dover District Council, 2013, *Dover District Heritage Strategy, Industries - 10.24* (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.

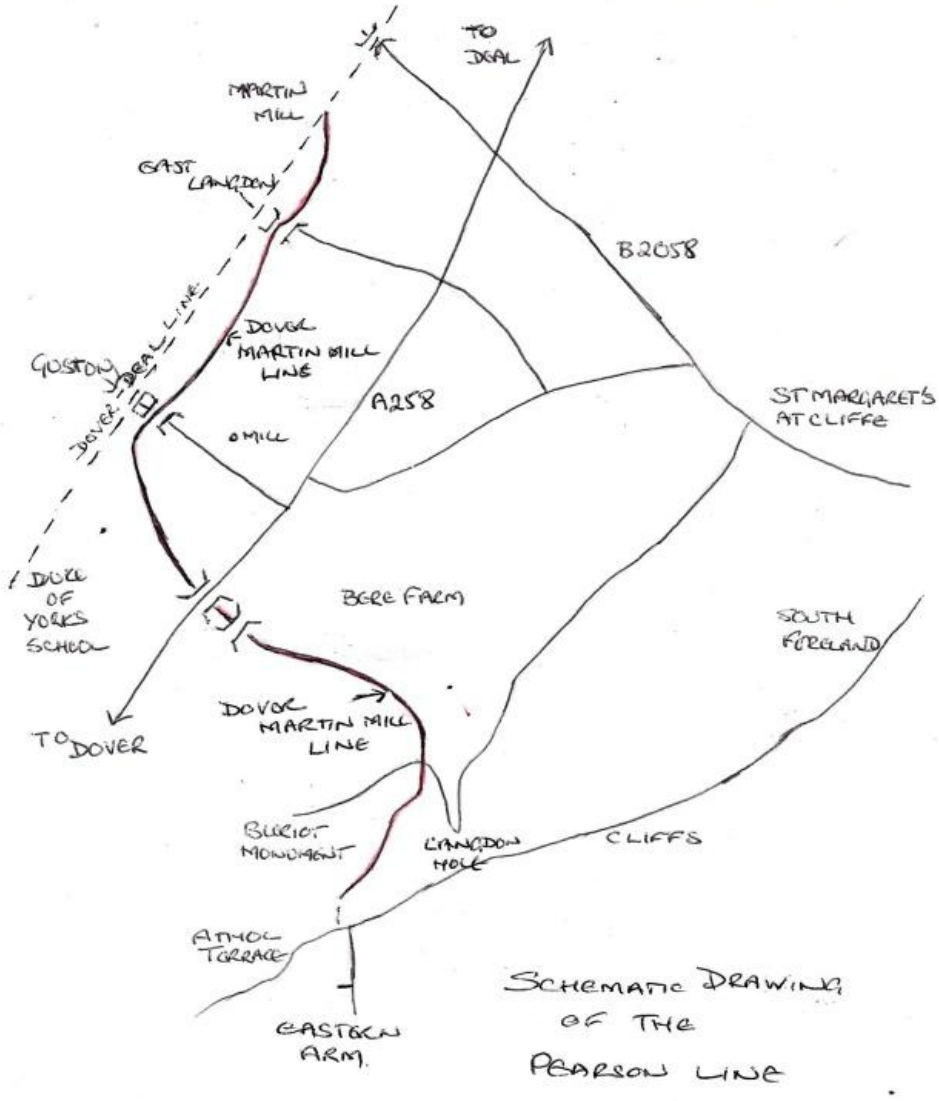
Ref.	Name and why important
2	**World War II Pillbox** Location Beside railway cutting just south of railway bridge on Ringwould Road, Martin. OS ref: 634525, 147393 Type: Monument WWII- 1946 AD HER Ref: TR345473 **Full description**: Pillbox. Type 24 pillbox beside railway cutting. Built of reinforced concrete and brick. **Condition**: Good **Reference:** Kent – The Pillbox Study Group website: www.pillbox-study-group.org.uk **Importance**: 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 Leeze Wood near to Martin.

Ref.	Name and why important
3	**Site of Pearson Railway Bridge** Location: Solton Lane, East Langdon, 100m south of the Ramsgate-Charing Cross main rail line OS ref: 633671, 145755 Type: Monument - (Former Type) Railway bridge remains" (Modern - 1898 AD to 1937 AD) and reconstructed 1939 AD until 1960 AD HER Ref: TR 33671 45755 Full description: 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** Location: In field 200m along railway track from Lucerne Lane towards Deal. OS ref: 63434, 14691 Type: Railway Bridge HER Ref: TR 3434 4691 Full description: 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. Coincidently 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** Location: The Street, East Langdon OS ref: 63342, 64624 Type: Heritage Street Furniture HER Ref: TR 3342 4624 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. Location: West Langdon Village Green OS ref: 63199, 64736 Type: Heritage Street Furniture HER Ref: 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

Ref.	Name and why important
6	**Martin Mill Railway Station** Location: Station Approach, Martin Mill CT15 5JZ OS ref: 63434, 14691 Type: Railway Bridge HER Ref: TR 24/34 3411466 Full description: 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*, *Sceneshifter* 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 Signalman 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.

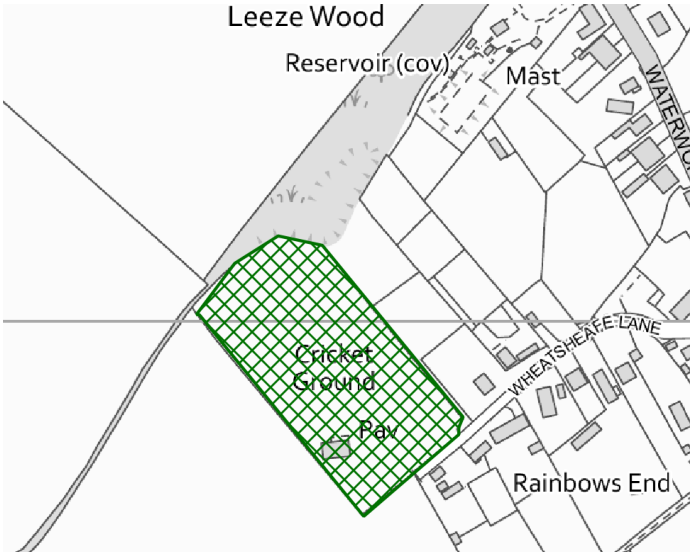
The building today

APPENDIX C – Local Green Spaces

This Appendix contains the assessments of each of the designated Local Green Spaces (LGS1-LGS8), including a larger scale map of each site, and should be read alongside Policy L9 and *Figure 9* in the Plan. The list of Local Green Spaces (LGS) has been developed and tested in accordance with the Locality guidance "Making local green space designations in your neighbourhood plan".

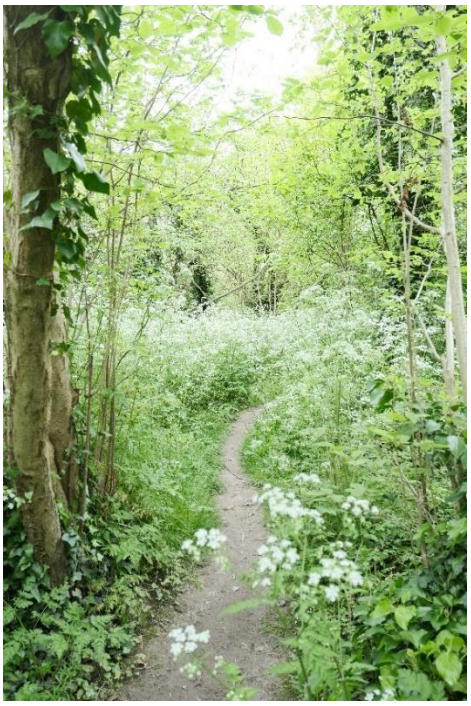
LGS1: The East Langdon Cricket Ground

Address and location	The Club House, Wheatsheafe Lane, Martin, Dover CT15 5LN
Ownership details	East Langdon Cricket Club. Founded in 1919.
Description and purpose / current use	The space is an active cricket ground with club attached. It has a well-equipped and spacious clubhouse.
Any designations	Area of Archaeological Potential, Protected Open Space – other playing fields or recreation areas (DDLP)
Site allocations in Local Plan	No
Planning permissions?	No
Access & proximity including how close to the community it serves (in meters)	The club is located on the edge of Martin Village. It is a well-used ground with well-maintained grounds and club house. Parking is available within the grounds.
Demonstrably Special?	**Recreation:** The cricket ground is an important community asset in the parish. The East Langdon Cricket Club operates here – it is a friendly and sociable cricket club that welcomes players of all ages and abilities. The club prides itself on being inclusive and ensures that everyone feels valued and part of the team. The space is recognised by DDC as existing sports and recreational provision which should continue to be protected in line with Sports England planning for Sport Guidance. The LGS offers an additional layer of formal protection against inappropriate development.
Local in character?	Yes

Photo	
Location map	

LGS2: Leeze Wood (Locally known as The Spinney)

Address and location	Located at the northern end of Martin village to the west of Waterworks Lane. Map Ref: TR 3362, 4715.
Ownership details	Appleton Farms Ltd. Ringwould Road, Martin. CT155JS
Description and purpose / current use	This is a wooded area with footpaths running throughout. Originally a Beech Coppice and Chalk Pit site. The woods are a popular walking and recreational area for local residents. On Halloween night a spooky trail is created in the woods for local families to explore.
Any designations	Tree Preservation Order TPO/75/00003
Site allocations in Local Plan	No
Planning permissions?	No
Access & proximity including how close to the community it serves (in meters)	The woodland is close to Martin village and well-used recreationally by residents.
Demonstrably Special?	**Recreation:** The woodland is publicly accessible and used by residents for informal recreation including walking and cycling. It is well-used by local children. **Wildlife**: The woods provide an important habitat for a range of flora and fauna. It is a priority habitat and an important part of the green infrastructure network.
Local in character?	Yes

Photo	
Location map	

LGS3: Martin Village Green

Address and location	Located between Wheatsheafe Lane and The Street, opposite The Lantern Inn
Ownership details	Unknown (not recorded)
Description and purpose / current use	This is a small grassy area partially planted with wildflowers. It has a village sign which announces arrival in Martin.
Any designations	No
Site allocations in Local Plan	No
Planning permissions?	No
Access & proximity including how close to the community it serves	The space is located in the heart of Martin in front of Martin Cottage.
Demonstrably Special?	**Recreation:** It is one of the only public open spaces in the Martin hamlet. Despite its small size, it holds local significance as a place to meet and catch up with friends. During lockdown, it was a suitable space to meet while social distancing. Often residents will sit and have a drink here.
Local in character?	Yes

Photo	

Location map	

LGS4: East Langdon Village Green

Address and location	East Langdon Green, Church Lane, East Langdon
Ownership details	KCC Highways. Langdon Parish Council maintains the green and benches
Description and purpose / current use	An open green space comprising grass and several mature trees at the centre of the original village. The land which the green occupies was originally Well Farm and associated barns. An accidental fire destroyed some of the buildings in the 1940's and the farmyard was demolished. The village well was removed and a new lane created the green island. The green is a recreational community space where village events are held, including the annual Remembrance Sunday Service and Carols on The Green.
Any designations	Protected open space - amenity green space.
Site allocations in Local Plan	No
Planning permissions?	Yes. The War Memorial was installed on the green to mark the end of World War one centenary in 2018.
Access & proximity including how close to the community it serves	The green is in the heart of East Langdon Conservation Area.
Demonstrably Special?	**Wildlife:** The green attracts local birds and small mammals. A recent Wild Area project is providing habitat space for invertebrates and a range of flora to improve biodiversity. **Tranquillity**: The Green offers a peaceful location to sit and enjoy the rural scene of East Langdon's heritage buildings. **Historic:** The surrounding Listed Buildings, Church and War Memorial are witness to the past history of the village and its inhabitants. The LGS offers an additional layer of formal protection against inappropriate development.
Local in character?	Yes.

Photo	 Langdon Primary School pupils join in the annual Commonwealth Day event
Location map	

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LGS5: East Langdon Village Pond

Address and location	East Langdon Green. Church Lane, East Langdon
Ownership details	Jointly owned and managed by the residents of Church Farm Mews, East Langdon.
Description and purpose / current use	Located next to East Langdon Village Green on the corner of The Street and Church Lane. Originally a farmyard and highways drainage pond, it was re-landscaped to become a village pond feature during the development of Church Farm Mews. It became well known for a large population of Common Toads and Mallard ducks. In 2020 the pond became silted up and developed a leak, resulting in a loss of water and decline in wildlife.
Any designations	No
Site allocations in Local Plan	No
Planning permissions?	No
Access & proximity including how close to the community it serves	The pond is in the heart of East Langdon village.
Demonstrably Special?	**Wildlife:** The pond provides an important habitat for a range of flora and fauna. The pond area is considered by local residents to be a communal asset within the conservation area. The pond was once an important site within Kent for toads, but these have not been seen in some years. At present there are no plans to review the overall management of the pond to optimise its value to biodiversity. The pond is located opposite the Village Green, which is described by DDC as being below the size threshold for amenity greenspace. Designating the pond as a local green space would add additional formal space to the parish.
Local in character?	Yes.

Photo	
Location map	

LGS6: Village Allotments

Address and location	Located on the south side of The Street opposite School Cottages, East Langdon
Ownership details	St Augustine' Parochial Church Council
Description and purpose / current use	Community Allotment providing plots to local parishioners. A small community orchard has been planted on the site.
Any designations	Protected Open Space - Allotments
Site allocations in Local Plan	No
Planning permissions?	No
Access & proximity including how close to the community it serves (in meters)	The allotments are located just off The Street in the centre of the village opposite the Phone Box Library.
Demonstrably Special?	**Recreation:** The allotments are an important space for those wishing to grow their own food and become more self-sufficient. They also enable socialising. They have physical and mental wellbeing benefits. There is currently a waiting list for a vacant plot. **Wildlife:** The allotments provide an important habitat for a range of flora and fauna. **Historic:** Originally known as "The Clerk's Garden" The LGS offers an additional layer of formal protection against inappropriate development.
Local in character?	Yes

Photo	
Location map	

LGS7: The Fostall, West Langdon Green

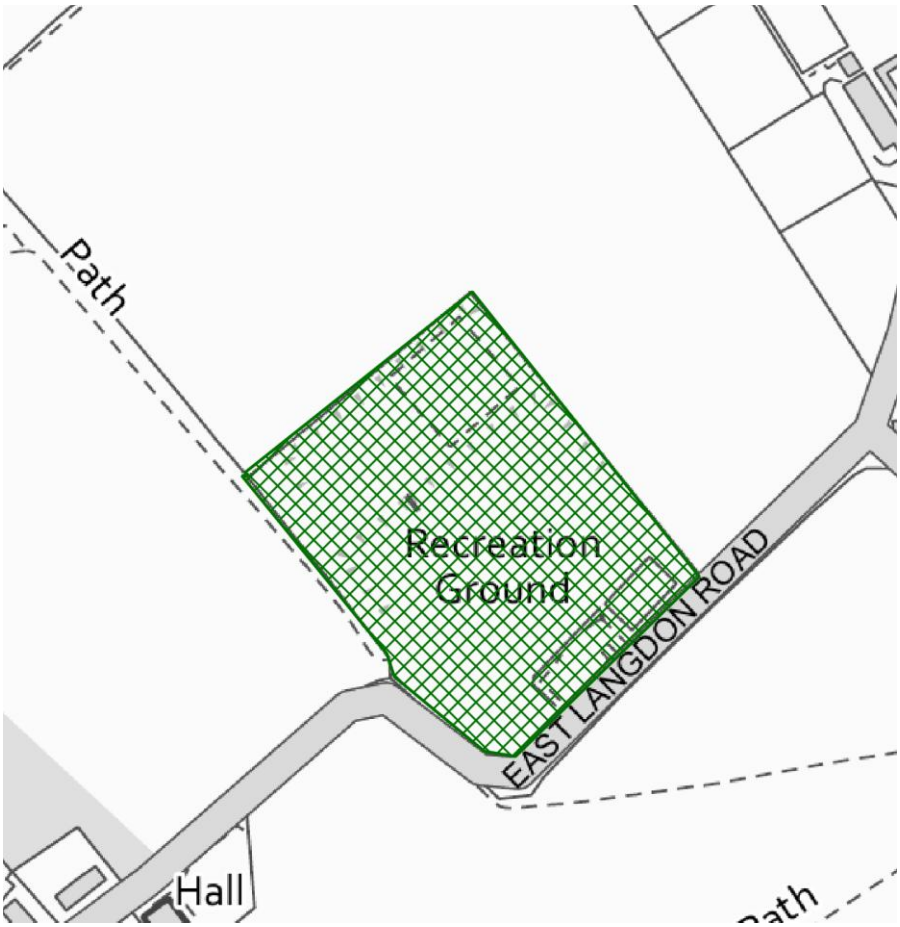
Address and location	The Fostall, Waldershare Lane, West Langdon Green
Ownership details	Langdon Parish Council is the titled registered owner of the whole West Langdon Green. The parish council maintains and funds the upkeep of this public green space.
Description and purpose / current use	This is an area of greenery in the small hamlet of West Langdon, comprising of two green parcels of land separated by a farm track. A third small parcel of land (swaythe) is the island at the entrance to Church Lane.
Any designations	The western portion of The Fostall has "Village Green" status.
Site allocations in Local Plan	No
Planning permissions?	No
Access & proximity including how close to the community it serves	The space is located in the main part of the hamlet. The former United Reformed Church Chapel at the back of the green supported a congregation from the local villages which until the final service on 1st December 2019, had been used regularly since 1866. The Chapel will be converted into a private dwelling.
Demonstrably Special?	**Recreation:** It has been used over many years by villagers for recreational and social purposes including local events and activities.
Local in character?	Yes

Photo	
Location map	The darker green shaded area shows the area designated as village green.

LGS8: Langdon Playing Field and play area

Address and location	East Langdon Road / The Street. The pedestrian entrance is located at the double-bend known informally as Tin Pot Corner.
Ownership details	Registered with the Charity Commission ref. 279146. Managed by Langdon Playing Field Association.
Description and purpose / current use	This is a recreation ground of 4 acres with two grassed playing spaces and two children's play areas. The site provides recreational and social space for the local community and visitors to the district.
Any designations	Protected open space – amenity green space
Site allocations in Local Plan	No
Planning permissions?	No
Access & proximity including how close to the community it serves (in meters)	The playing field is located at the eastern end of East Langdon village and is accessible via footpaths. It is described as an important amenity space in the Dover District Local Plan.
Demonstrabl y Special?	**Recreation:** There is a large, grassed space maintained for formal and informal sport activities. To the south is a large adventure play area and separate playground for younger children. **Tranquil**: The rural setting provides a calm and relaxing experience which is much appreciated by visitors. The LGS offers an additional layer of formal protection against inappropriate development.
Local in character?	Yes

Photo	

Location map	

Appendix D – Locally significant views

This Appendix contains further information and photographs for each of the defined Locally Significant Views (Views V1-V7) and should be read alongside Policy L10 and *Figure 10* in the Plan.

Following public engagement and location visits, the following views have been identified as locally significant in Langdon parish.

V1: Long distance view toward Pegwell Bay

V2: Sweeping view towards Pineham

V3: Long distance view to the coast

V4: Iconic view towards East Langdon village

V5: View south from high point towards the Kent Downs

V6: East Langdon village historic streetscape

V7: Rural View from ER44 looking south-east towards the White Cliffs coast

V1: Long distance view toward Pegwell Bay

A long-distance view from Waldershare Lane looking north east towards the coast. The view takes in the typical open arable landscape of the parish and affords views to Thanet and Pegwell Bay.

V2: Sweeping view towards Pineham

The view looks Southwest towards the nearby settlement of Pineham. It is viewed from Waldershare Lane and takes in the sweeping landscape that is characteristic of the parish. The view takes in the non-designated heritage asset (the abandoned Maydensole Colliery / Engine Shed). This area had been the proposed location for a five-wind turbine project and a large solar farm array.

V3: Long distance view to the coast

This is a long-distance northern view towards the Thanet coastline and is visible from the north-eastern edge of Leeze Wood at Martin. It is a good example of the type of long-distance sweeping view that is typical of the Ripple Landscape Character Area. There is a strong sense of tranquilly and peaceful isolation to be experienced by the observer.

V4: Iconic view towards East Langdon village

Walkers reaching East Langdon from Martin and Martin Mill often find themselves at this fork in the footpath network ER45. It's a well -loved view that would have been visible over centuries towards East Langdon village. Recorded as Sheer Path, this route would have offered a direct way between Martin Mill and St Augustine's Church. The right-hand pathway descends to the playing field at Tin Pot Corner. The view towards the Conservation Area takes in the listed buildings within the characteristic sweeping landscape setting. The spire of St Augustine's Church is visible just visible above the hedge line to the left of the picture.

V5: View south from high point towards the Kent Downs

The view is taken from the high point at Footpath ER44 and looking south towards the Kent Downs National Landscape in the background. Whilst the field in the foreground to the right is allocated for residential development (SAP46) in the DDLP, the footpath to the left is to be retained and this view corridor should be protected. The footpaths ER44 and ER45 are pedestrian network links between Martin, East Langdon Primary School, West Langdon and Pineham. The footpath ER44 section is recorded as "Beach Path" in the school records, perhaps because quantities of Pea Beach shingle were purchased to fill in muddy sections of the route to Martin

V6: East Langdon village historic streetscape

Views along The Street and onto East Langdon Village Green should be protected. There is one Conservation Area in East Langdon village, but no appraisal to guide development. The Langdon Design Guidance and Codes provides a character assessment of the village and notes the importance of the streetscape facing directly onto The Street. Newer developments have taken place in cul de sacs off The Street but the historic route through the village retains its historic charm.

V7: Rural View from ER44 looking south-east towards the White Cliffs coast

This view shows the open rolling rural landscape in which East Langdon is located. The footpath ER44/45 follows the chalk ridge lying south-west to north-east between East Langdon and Martin. The open view affords big skies with the upper section of the South Foreland Lighthouse silhouetted above the horizon.