

Land at Short Lane, Alkham - Policy SAP43

255. The principle of residential development has been established through the approval of planning permission for 8 dwellings and the allocation is justified. **MM104** is needed for effectiveness to clarify what the development requirements are for the site if an alternative scheme is pursued.

Great Cauldham Farm, Capel-le-Ferne - Policy SAP44

256. Land to the east of Great Cauldham Farm is bounded on three sides by existing residential development on the edge of Capel-le-Ferne, which benefits from a good range of services and good connections to neighbouring Folkestone. It is an appropriate location for housing. For the same reasons, the site can be developed without significant harm to wider landscape character or the setting of the Kent Downs AONB.

257. Primary vehicular, pedestrian and cycle access will be taken from Capel Street following the demolition of an existing property. This requirement is justified on highway safety grounds due to the width of Cauldham Lane, which is unsuitable as the primary access. However, its use as a secondary access for emergency vehicles would be acceptable. For effectiveness, this is made clear by **MM105**.

258. To the south of the site Cauldham Lane and Capel Street converge at the junction with New Dover Road (B2011). The requirement for a Transport Assessment to identify any necessary mitigation is justified for highway safety. For the same reasons, and for effectiveness, it is necessary to require a review of on-street parking to ensure that sufficient space can be provided for larger vehicles turning into the site (**MM105**). Other development management issues can be appropriately considered at the planning application stage.

Capel-le-Ferne Small Housing Sites – Policy SAP45

259. Land at Longships, Cauldham Lane (CAP009) sits at the edge of the settlement. Planning permission has now been granted for 15 flats. The principle of residential development including any impacts on landscape character and the highway network have therefore been established. The allocation is justified and sound.

260. The former Archway Filling Station (CAP011) is within the Kent Downs AONB. Due to the limited scale of development proposed (10 houses), the residential context of the site (with existing development to the east and south), and the presence of mature boundary landscaping, we agree with the Council that the allocation does not represent major development in the AONB.

261. Concerns have been raised by the AONB Unit that the site is unrelated to any existing built form, would represent development in the countryside and is not complementary to the existing settlement pattern. However, the allocation is adjacent to existing housing which fronts onto New Dover Road. It is also opposite a combination of modern housing and a holiday park and is contained in the wider landscape by the existing boundary landscaping. For these reasons, the allocation does not represent a visual or physical intrusion into the wider countryside and will be read in the context of its varied urban surroundings. Subject to an appropriate design, informed by a LVIA, we are satisfied that the site can be developed in a way that conserves the landscape and scenic beauty of the AONB. Furthermore, given the size of the site and the likely scale of development it would provide, its development would not compromise the open agricultural land beyond.

262. Subject to requiring an LVIA (which is secured by **MM106**), the allocation is justified. For effectiveness, **MM106** is also needed to require a site-specific FRA and to delete a superfluous requirement relating to trees, which is provided elsewhere in Policy SAP45 in greater detail.

263. Site CAP013 (land at Cauldham Lane) benefits from planning permission and the allocation is justified. Because an alternative scheme may come forward and details still need to be approved at the reserved matters stage, **MM107** is needed for effectiveness to clarify the relationship with the adjacent public right of way.

Land adjacent Langdon Court Bungalow, East Langdon – Policy SAP46

264. East Langdon is classified by the Plan as a Larger Village and it has a range of services including a village hall, church, children's play area and primary school. The neighbouring village of Martin Mill also has a train station providing connections to Dover and Deal. The scale and location of housing is justified.

265. Primary access will be from The Street/East Langdon Road, as they merge into one and are effectively the same stretch of highway. To be effective this is made clear by **MM109**.

266. Given the size of the site, its rural location and the relatively open landscape around it, criterion a) is justified in its approach to focussing development in the southern part of the site, with the north/north-western areas remaining undeveloped. However, to provide greater flexibility and make the policy effective, **MM109** is needed to state that the undeveloped areas should be either landscaped or left open. Because of the landscape sensitivity the design should be informed by a LVIA and the woodland to the south of the site should be maintained and enhanced. This is achieved by **MM109**, which for