

Appendix 1 Landscape Protection Policy

As it would apply to Shadoxhurst

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1. Introduction

a) Who ... we are important, and we have a voice

1. The Parish Council provides leadership for the Parish, village and residents within our boundary. In recent times, there has been a renaissance of interest in the village and its future by the residents through an input of guidance and care by a full house of Parish Councillors, which itself is something of a first for some years.
2. In addition, 2016 saw the creation of a Village Forum which has since grown from strength to strength. There is unquestionably a growing momentum of unhappiness within the village to an increasing threat by developers who care only for profit and bottom lines and have no interest in
 - the history and heritage of the village,
 - simple and gradual village growth
 - or those who live in the village.
3. We represent the community and we have a voice through the Local Plan, but we also seek to reinforce the borough policies to ensure that the village is neither absorbed by, nor connected to Ashford Town.

b) Where ... our links with neighbouring communities

4. The community is just a few miles south west of Ashford, a large urban conurbation. We are fortunate that our boundaries are entirely bounded by seven other Parish Councils. Through

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these we seek to retain both independent rural status and a total long term separation from Ashford.

5. We link to Great Chart and Singleton Parish to the north, however the large development of Chilmington Green will fill much of the space. 5,750 houses along with three primary schools and a secondary school are planned with outline permission granted. Eventually, the bordering land here will be passed to a new parish of Chilmington, but a considerable part of this agricultural land will be developed.
6. To the north west, we share a long straight boundary with Kingsnorth Parish, this is the largest parish in Ashford's Borough with some 11,000 residents and is destined in the Local Plan to have in the order of another 2000 houses built. Some of the western part will also be annexed to a new Chilmington Parish in time with a significant part being developed. Remaining in Kingsnorth will be some 1300 new houses at Court Lodge Farm and Pound Lane / Hamstreet Road, all in the local plan. This north east boundary becomes critical in the need to keep Shadoxhurst truly rural.
7. Our south eastern boundary is shared with Ruckinge and Orlestone and a small section with Warehorne Parishes. The long western boundary is shared with Woodchurch Parish. We also share a small boundary in our north east corner with Bethersden. All these boundaries are key with rural aspects. Whilst the desire to develop on these sides is arguably less due to sustainability issues, there is still a need to retain a substantial green buffer.

c) What ... we wish to preserve

8. The growth of Shadoxhurst will be looked at elsewhere, but there has been a steady progress with development importantly keeping the village as a village. This is the primary aim and involves resisting development that means the village will either become part of Kingsnorth or indeed the expanding town of Ashford. Due to the close proximity of Chilmington, it is vital that the village does not grow outward on that side to eventually link up.
9. In retaining a village aspect, it is clear that the growth must be measured and steady. We already have 500 houses and although there is a growing number of 'estates', the original growth was through roadside ribbon development.
10. A key area is the Conservation Area containing the earliest houses of the village. We can trace documented housing back to the early 15th Century and the church dates to the 13th Century so there were dwellings pre-dating that. We are aiming to ensure the blend of old and newer is not compromised by the very new and indeed the threat of overdevelopment and development in the wrong places.
11. We have already lost two key green spaces in the middle of the village to development in 2017. These compromised the retention of green space as gaps within long ribbon development. Our arguments foundered with Ashford choosing development over valid reasons to keep valuable open space as a break with the urban effect of housing. A lack of a five year housing land supply also contributed to the decision. It was a watershed period that means that what we have has more value.

d) Why ... our unique character explained

12. Shadoxhurst is part of the gateway from Ashford's hinterland at Kingsnorth and Great Chart into the rural south and to the Romney Marsh beyond. Far enough out of Ashford to be a

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separate, quiet, peaceful and rural community, but close enough to access the many facilities urban Ashford has to offer. Without a school or shop it can remain relatively small and still retain a country feel. Although largely stretched along roads, the presence of trees and hedgerows along with magnificent views across fields and the wonderful open countryside means that the village feel is unique.

13. The absence of street lighting underlines the rural character, many are unhappy with the Ashford glow that reduces the dark sky towards the east. Most residents want to preserve the dark skies and ensure street lighting is not introduced.
14. With the focal points of a church, village Hall and a popular pub, Shadoxhurst is able to retain a village-ness appeal. Being a relatively small community, it can perhaps be simpler to involve residents. The recreation field and sports pavilion form another important focal point attracting families, dog walkers and local footballers of all ages.
15. A post office and shop are close by at neighbouring Stubbs Cross and there are good schools within a few miles and the village is served by school buses. The village supports a number of thriving groups and clubs, together with a popular weekly afternoon Coffee Club meeting.
16. As the village is part of the countryside, residents and visitors do not have to walk far to find many footpaths and byways accessing woods and fields. Being on National Cycle Route 18, the village is a popular route through and destination for cyclists.
17. An area of the village is being nurtured by caring land owners to promote meadows and woodlands that will attract and preserve wildlife.
18. The small conservation area ensures the oldest elements of the village are protected. The village has grown in a piecemeal fashion which led to the ribbon like nature along the roads. Only one area has a concentration of houses that forms a small estate like layout. Having a little bit of every style gives the village its unique charm. Being so close to Ashford brings challenges but the overall feeling is to ensure the rural character of a small village is preserved. Shadoxhurst is certainly an important jewel in Ashford Borough Council's rural crown.

e) When ... the Local Plan timescale

19. 2018 will be a critical year for Ashford and all its residents and businesses. It will also be critical for every Parish, not just us in Shadoxhurst. Having lost two key pieces of green space land to development while Ashford struggled to hold their five year housing land supply as deemed necessary by the NPPF during 2017; with a current live application for 25 houses on an omission site previously deemed unsustainable for 10 houses by ABC and an indication that an application for 60-200 houses is likely to follow soon for a field on the village edge, following a public exhibition in December 2017, never before has the village so needed a Landscape Protection Policy.
20. The 2018 Local Plan examination will be pivotal to our survival as a village and we will give it all we have as residents as amateurs in a professional planning world. The Local Plan will see us into the next decade and whilst there is a strong perceived need for more housing in the south east, many of Ashford's rural communities are genuinely under threat from being swamped and thus ruined for ever. This is a 'now time' to give us all proper protection. We are advised by ABC that in 2019, there will be calls for yet more land to be put forward for development.

f) How ... Policy to protect and preserve

21. We are not alone, and other Parishes took a bold step to develop a Landscape Protection Policy that is not an either / or, it is additional to the Ashford Borough Council policies, and one that adds strength. We in Shadoxhurst acknowledge and support their lead and wish to develop the idea locally and add a necessary feature not previously included.
22. We will take this to the public examination and help promote its inclusion with the other Parishes involved. There is strength in numbers. We have one chance here. What is important, is that it would give protection to all the villages and communities in Ashford's Borough. It would mean that all developers must meet additional requirements before they can get permission.
23. We are involving residents as the creation of any village plan, neighbourhood plan, village envelope or LPP takes many hours of work by people giving of their own time for the common good of their communities. This needs to be acknowledged by the LPA and the developers alike.
24. There cannot be building all through our village, otherwise it becomes totally urbanised and 'a town'. There is a strong weight of opinion to support the notion that it is important to stay rural and a village. We must act now.

2. Village Growth

a) Population changes

25. Shadoxhurst has seen both degrees of constancy and peaks over many generations. What is undeniable, is that there has always been an increase not a decrease. The important thing is how growth is regulated without a rapid and uncontrolled expansion that harms the rural nature of the village.

b) Road growth

26. Growth of, and along the roads is relatively simple to chart. The few 'arterial' roads in the village (primarily Tally Ho Road, Hornash Lane, Church Lane, Woodchurch Road and Ashford Road/Hamstreet Road) have added houses along their length over many decades. There are few houses built behind the houses fronting these roads. Only Bethersden Road comes out relatively unscathed from development.
27. Thus, a ribbon growth of development prevailed and characterised the village until the 1960's. Then cul-de-sac 'estate' type roads began to appear. This begun with Molloy Road, followed by Park Farm Close and Lonefield in the late 1970's. Then Nairne Close was built in the 1980's ??, Farley Close in the 1990's along with Silver Birches and The Willows. Molloy Road was extended in the 2000's and now totalling 59 houses makes it our biggest estate at some 10% of our total housing stock. In the current decade, the 21 houses of Maytree Place and Oak View were built.

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28. The other cul-de-sac roads are The Street which forms a significant part of the Conservation Area and is untouched by modern development, as is Duck Lane although this has had some industrial development. Nickley Wood Road has undergone slow development of various types and is unique in the village, situated in Ancient Woodland and Local Wildlife Area AS21.

c) The need for common ground and measured and steady growth

29. There is a great danger that developers exploit any weakness in the Local Policy and all in the name of 'greed' as opposed to 'actual need'; and build houses for the sake of building houses. There are two essential ingredients required, namely:

1. the right houses in the right places and
2. a number of houses that is appropriate and commensurate with the existing community.

30. It is agreed that there is a continued need for house building in each village, we cannot put our collective heads in the sand and say 'no more here'. But we can say that what we as a community are prepared to accept, is some form of steady increase that keeps pace with infrastructure improvements and a realistic growth in population. But also, one that does not urbanise or destroy a rural community.

31. Roads will always be a problem in Shadoxhurst, with over 7,000 houses being built within two miles of the village, we know that we are in for a great increase in vehicles through the village in the coming years without taking account of any increase to our own population. As a through route from Woodchurch to Ashford and an alternative route to and from Tenterden, we have plenty of 'rat running' already. Road improvements are not being addressed as far as we are aware.

32. We are not as 'sustainable' as developers would have everyone believe. We strongly believe that perhaps 10 houses per year would be achievable to be absorbed gradually within the community. This however should be taken in the context that at the beginning of 2018, there are currently 8 houses under construction and a further 4 with permission have not yet begun building. Then there is the 12 house estate on Woodchurch Road about to be begun, and the 19 house estate on the King's Head pub field that began construction in February 2018. Both were granted in 2017. That is 44 houses that will be completed 2018/9 and will bring the total in the village to 550. There is little wonder that there is a strong need for 'measured growth'.

3. Landscape assessment and land use

a) Landscape characteristics

33. The overview of this is discussed below under Policies in Section 7a. It is vital for the rural preservation of our village that we maintain the landscape characteristics. It is easy to think when walking along Woodchurch Road that you are in an urban situation. The continuous ribbon of housing hides the views of farmland and woodland on both sides. The King's Head field (Policy Site S36) was a key green space to giving the village a break from continuous housing that stretches from Stubbs Cross, the length of both Tally Ho and Woodchurch Roads for a length of 1.25 miles. Apart from the north side of Tally Ho Road, once at Lonfield, this

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housing is on both sides of the road. This housing also continues for another 0.25 of a mile to the south up Church Lane to the church and eastwards a further 0.5 of a mile up Hornash Lane.

b) Woodland

34. The village to the south has good connections to areas of woodland, part of which are in three Local Wildlife Sites, AS21, AS56 and AS63 (the latter containing a SSSI). AS21 abuts Orelstone Forest, itself a SSSI. We are mindful of the wildlife value that exists in the village and very aware of potential damage from inappropriate development.

c) Pasture and arable farmland

35. Much of the outer parts of the Parish consist of pasture and arable farmland. Some of this is under direct threat. This will cause irreparable harm to the beauty and aspects of the community. Some of the land is listed in the Local Plan as a **Biodiversity Opportunity Area** (BOA) and this too must be protected.

d) Housing layouts

36. Generally, this was laid down as ribbon development along the roads. Molloy Road was the first exception followed by Park Farm Close in the 1970's. the cul-de-sacs of Nairne and Farley Closes followed, and Molloy Road was later extended. Because of the drive to 'infill' apparent gaps, this trend continues with the recent developments of Oak View, Woodchurch Road and the King's Head field. This therefore is already changing the village. What this does however, is fill in the green gaps and is totally urbanising the village. A new planned village or community would have these green spaces included and specifically designed in. As an old village, we are simply losing ours to opportunistic developers. There is not sufficient protection for these green spaces in the Local Plan Policies and is a reason for the addition of a Landscape Protection Policy.

e) Views

37. Consideration of views across the countryside are twofold:

1. Those that have a view from their property. There is no right to a view, but having the view will likely have played a large part of the decision making process when they moved in. Moving to a village is done for specific valid reasons too. By urbanising the village in an uncontrolled way, this is disrespectful to those that moved there to be in a village community. This also takes no account of those people that have lived in the village all their lives.
2. Those that travel in and through the village. Shadoxhurst is in the countryside and as stated in 3 a) above, there is well over a mile of continuous housing with the loss of the last two green gaps. With the exception of a field at either end, this is the length of the village. So there are no longer any opportunities to see the countryside beyond as you travel east/west.

38. Furthermore, long views to the north include the North Downs, so a view into nearby fields or towards woodland is not the only consideration.

f) Conservation area and other listed buildings

39. The compact Conservation Area has eleven of the 21 Listed buildings or items, however there are nine significant listed building elsewhere in the village which must be taken into account.

g) Village green

40. The village only has a small area of village green between the Listed Pump and the Church. There is no likelihood to ever enlarge this. We are in negotiation to obtain a piece of **Site S36**, but are likely to only achieve a small part of this once complete. One of the visions for the Parish Council is to have a useable size of village green for the community to enjoy.

4. Infrastructure constraints

a) Utility provisions and capacities

41. There is no mains gas in the village and so there is reliance on LPG and oil and storage tanks which have to be sited either individually or collectively if shared systems. We are thoroughly investigating our Village surface water drainage provision which is under pressure from increasing developments. SuDs provisions as good as they may be in design, do not consider cumulative growth outside the planning 'red line', so impact is not fully tested. Letters from Southern Water have shown that the foul drainage system is at capacity and requiring improvements. Similarly the electrical sub-stations are put under increasing pressure without upgrading. Only with the presence of a large development application do infrastructure constraints ever be considered, and, as we have seen, also dismissed as acceptable.

b) Traffic Impacts

42. The main arterial road through the Village is Tally Ho Road from the east and Woodchurch Road from the west. These connect at a bad bend with a T junction. Eastbound traffic turning right into Hornash Lane is difficult with a very short vision splay as westbound traffic can and does flow quite fast into the bend. This 'main' road through the village has been the subject of speeding traffic, we can say however, that in Highway terms, it is not yet near 'capacity'.

43. The whole of the central village has a current speed limit of 40mph. Any road outside that area is the national speed limit at 60mph, even the narrow single track winding roads. We have campaigned to lower the speed limit and KCC have confirmed that the roads currently at 40mph will in the coming months be reduced to 30mph. Thus, the village roads will be made safer. We do however know that some drivers will continue to speed on this 'main' road through the village, particularly the straighter sections. Indeed, we know that we are a popular through route from Ashford to Woodchurch and East Ashford to Tenterden.

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44. As Chilmington Green develops, this through route will continue to become increasingly popular both with population increases, (7,000 plus houses within two miles) and as the well used short cut along Magpie Hall Road and Chilmington Green Road gets less popular as all the CG roads will be set at 20mph. this impact on the village has not been addressed by the LPA.

c) Medical facilities and gaps

45. 7,000 houses will bring some 28,000 adults and children to south Ashford. The existing medical facilities in Kingsnorth, Woodchurch and Hamstreet are all looking to close their books to safeguard services to existing patients. We have no medical services in Shadoxhurst, so all new residents to the village need to travel by car to access medical, dental and veterinary services.

d) School facilities and gaps

46. With perhaps in the order of 14,000 children coming locally, this will put pressure on schools. There are bus services that especially serve the locality, including village pickups for Ashford schools and three buses come through the village to serve Homewood School Tenterden. Development within the village will add to this as we have no school in the village.

e) Shops and services

47. The closest shop is just outside the village at Stubbs Cross, and is a general store and post office. It is well used with three car parking spaces. At busy times, road parking causes congestion on Tally Ho Road. Unfortunately, there is no footway from the village to the shop, so that walking to and from it is only done by the brave, very much in the minority. The next closest amenity is the Tesco Extra at Park Farm, Kingsnorth. Requests to have a footway over the years have been resisted by the KCC Highway Authority. On the plus side, the hourly 2A bus service between Ashford and Tenterden does serve the village and stops at Tesco as well the Asda Store near the Outlet Centre on outward and inward journeys.

f) Flooding

48. The lowest part of the village is on Woodchurch Road around the King's Head pub and houses to the east. There was flooding of gardens and the road in the early 2000's, needing the Fire and Rescue Service to pump out water. There are some other critical areas that are highlighted on the Environment Agency data base. The Parish Council is engaging the various service and enforcement agencies to establish baseline data so that reasoned debates about the drainage issues of current and proposed developments can yield positive protection for existing residents.

5. Threats and pressures

a) Pressures to build houses

49. The Local Plan process and the pressure from the Government to continue to push the 'need' for housing growth means that we are under threat from within, where there is no sign of

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infrastructure improvement. There is a perception with landowners that any land can be put forward, whether as an omission, or more likely a 'windfall site'. This brings added pressure and stress to the village. The Parish Council is concerned that growth of the village should be at a measured level that can be accommodated with the limited infrastructure present.

50. Whilst there is a need to have sufficient housing to cater for the needs of local village people as families grow and young adults want to set up a home of their own. We are concerned that a sizable proportion of proposed housing 'need' is to accommodate families wishing to move out of London exchanging city life for town / village life. The presence of the High Speed Link puts villages at a disadvantage as it places even further pressure on the green spaces and limited land supply.
51. What is not apparent, nor taken into account, is that there is a rush to build, but the selling does not always match this building rate. We had 17 houses built on a brownfield site, it was well supported by the Parish and residents as it removed an ugly old redundant garage. The first residents moved in during May 2016, at the beginning of 2018 the show house has only just been sold, and there are still two others unsold. Indeed, the four shared ownership houses were only occupied at the start of 2018. Hardly a great demand. When will the pending 44 be sold?

b) Current ABC Policy concerns

52. Whilst yet to be tested, we are concerned that the strategic gap policy and the village confines policies are not sufficiently robust to protect the village. This is part of the rationale for this policy being put forward.
53. The current Local Plan only included one site in Shadoxhurst, the field beside the King's Head public house. The Parish Council were very disappointed that the Borough Council chose to grant permission ahead of the public examination of the Local Plan. It meant that the community was not able to challenge its inclusion. However, a greater threat is that of Windfall Sites. To some extent, ABC is dependent on sites outside the Local Plan coming forward to underpin housing requirements. Having sites included in the Local Plan is an open and transparent for residents. Windfall sites can come forward anytime and we must rely on very sound and strong policies to protect residents and communities from inappropriate development.
54. One of these policies is HOU3a relates to residential windfall development in every Ashford village (no exceptions), and during the consultation period of the Draft Local Plan the word 'minor' was removed from the sentence: Minor residential development and infilling of a scaleetc. The removal of this word is a key watering down of the policy, 'minor' is accepted as being 10 houses or less, thus this policy now allows development of any size in any village, so long as other listed criteria are met. This is a disappointing removal and makes the Landscape Protection Policy even more essential.

c) Development within the village

55. As above we are concerned to control the numbers of housing within the village. This pre-supposes that some land in the village will be acceptable for appropriate development in the future. What might seem right for some landowners to put forward, may not seem right for

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nearby residents and the wider village. Conversely what might be acceptable may not be available by the land owner. It is a difficult path to walk.

56. Establishing the character of the village so that we can improve and preserve it will go some way to ensuring the LPP is accurate and does its job. Key points to protect include the Conservation Area, Listed Properties, the ancient woodland, the Site of Special Scientific Interest, the Nature Reserve, four Local Wildlife Sites, byways, footpaths as well as creating a green buffer around the village to prevent coalescence with other villages.
57. In addition, there needs to be protection afforded to green spaces within the village to ensure that there is sufficient green areas that complement any housing. It has been noted that the proposed developments at Chilmington Green, Court Lodge, Finberry and other areas in Kingsnorth will be properly designed to include green spaces, some for public use so there is a clear balance of built and unbuilt. Following the design and completion, it is unlikely that these green spaces will then be built upon.
58. Shadoxhurst however, is at a great disadvantage. We have diminishing green spaces, but there is a threat that they will gradually be built upon and lost, but in a piecemeal fashion so that there is no co-ordination of collaboration of what may stay or go. No consideration is given as to the long term future, as each development merely looks after its own interests. With each development infrastructure is likely to become problematic as no one development will ever solve the growing need. Also, any benefit to the village as a whole is also disadvantaged as S106 money will also be piecemeal.

d) Development in neighbouring communities

59. The Parish Council and the community as a whole are constantly on the back foot, with the impact of growth in the neighbouring communities when combined with the threats from within the village. The roads and the utility provisions will have an impact, as will the continued loss of countryside in the unbuilt sections between. There is a perceived creep of development outwards from Ashford, this has tremendous effects on squeezing wildlife of all types and there is an increasing need to manage the green spaces and corridors. This is being done for Ashford itself (map page 343), but the outward corridors are indicative only. The Kingsnorth area existing and proposed additions are not properly connected. Shadoxhurst does not feature on this map, but we have vital areas of green space that need to be protected.

e) The threat of Ashford encroaching

60. One of the great concerns for the majority of residents, is the threat of Ashford itself growing so large, that it will absorb Shadoxhurst to become a district of the town. We have Chilmington Green coming outwards to meet us. There is now only one field separating the village from the land owned by the Chilmington Green consortium of developers. AND this field will likely be the subject of a speculative planning application early in 2018 following a public exhibition with indicative layouts just before Christmas.
61. It is noted that in the outline planning permission for Chilmington Green, the closest land to Shadoxhurst has not been allocated for development and is to be retained as an agriculturally managed buffer. At this very early stage of Chilmington's development, so far, not one

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foundation has been dug, but the initial build land parcels have an application already to increase the density levels of the first plots.

62. Some of the edging buffer is being taken out of our parish, so that eventually, the whole development will fall inside a newly created parish. There are very real fears that what might be a buffer now, in times ahead, there will be pressure to build on this agricultural land and bring the house building even closer. There are no guarantees that the original decision will not be changed in the 25-30 year life of the development. As stated above, we only have **one** field in our own buffer area on Tally Ho Road.
63. This is made further an issue, as there are another 2,000 houses identified for Kingsnorth Parish in the Local Plan. Although not being allocated in the adjacent fields to the Parish, there is a potential for this to be adopted in the following local plan post 2030.

f) Additional traffic and road safety

64. With the potential 7,000 houses being built within two miles of Shadoxhurst, access to the A28 through Chilmington Green will be restricted for many, by the placement of a 20mph speed limit throughout the development. The route of choice for a large number of new residents will thus be through our village. As this is written, we are still awaiting the results of the traffic counts required as part of the Section 106 agreement and captured in September 2017. The developers have so far chosen to ignore requests to make this public. This data includes routes into Shadoxhurst and will give baseline data for 2017 with which to compare future volumes and speeds as they increase at different stages of the development.

6. Green Spaces

Protecting these are fundamental to having a strong Landscape Protection Policy in place.

a) Preserving Green Belt and Green Buffers

65. The Parish Council has as two of its main aims, to preserve a green buffer and retain the unique rural aspects of the village.
66. North: In some ways, we are too late on Tally Ho Road, in that there is continuous ribbon development along the length of the road on the south side from Stubbs Cross into the village. However, we do have an important green buffer on the north side with views right across to the North Downs this will serve to separate the village from Chilmington Green. This buffer extends to the west, between Tally Ho Road and Criol Lane and further west to Bethersden Road.
67. West: There is a significant buffer to the west in Woodchurch Parish. However drivers entering our Parish along Woodchurch Road come through a magnificent ancient woodland as part of Local Wildlife Site AS56 before it opens out into a narrow section of a single field on either side of the road. These two fields are the village green buffer before coming to the recent houses at Oak View and Church Lane.
68. But the northerly field has already been put forward as an omission site (WS33) in 2014. The site was originally for 100 plus houses and light industrial, but was rejected by ABC and not included in the Draft Local Plan finalised in 2017, however the site **is** retained in the Local Plan to 2030 documents in the SA-SEA Addendum Report July 2017 to remain in the survey, but

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most worryingly of all, it is now increased to up to **1000 houses**. This site alone triples the size of the village, and the infrastructure needs and sustainability must surely mean this breaks all the rules.

69. To the south of Woodchurch Road, the village is blessed with a great deal of green space and is the gem in the village crown, although a part in Duck Lane is marred by industrial blight.
70. South: the southerly approach is from Hamstreet, itself having a very significant buffer in Orelstone Parish. However, the village boundary is at Bromley Green Farm / Poplar Farm and the adjacent Bromley Green hamlet part of Ruckinge Parish. The one buffer here is a field at the cross roads and was put forward as an omission site. Much of our boundary here is to the rear of the houses on Hamstreet Road, with the green buffer being in Ruckinge.
71. East: Another key buffer is on the Hamstreet Road, between the ribbon of houses and Kingsnorth. This is a fairly narrow strip again of a single field separating the industrial estate beside Homelands and the football ground and the houses on the main road. On the north west side of Hamstreet Road, are the fields of Manor Farm and a key area with views into the parish. The final publicly viewed side, is from Magpie Hall Road along to Stubbs Cross. All the fields in view are still in Kingsnorth and are necessary to preserve the green buffer up to Blindrooms Lane, although this is masked by ancient woodland.

b) Preserving green space inside the village

72. Retaining the 'village-ness' of Shadoxhurst is another aim to prevent further urbanisation of the rural nature we have. Having lost two green spaces in what is recognised as the centre of the village, bringing an urban feel, we are very keen to retain key green spaces. If Shadoxhurst was designed as a planned village, green spaces would be very important. As the village grew over the years, green space is seen by some landowners as a bank of land to be developed rather than retained for a 'green lung' for the community. We are dependant on strong ABC policies to help fight inappropriate development devouring these important wildlife sites and corridors.
73. Consideration also needs to be given to increasing publicly accessible land to give residents areas of green space and indeed create a sizable and usable village green. Density of buildings is one thing, but the village lacks visible and accessible green space. Being privately owned is anticipated that landowners / developers wish to maximise their 'return' by minimising green areas.

c) Enhancing Biodiversity

74. One of the clear aims for the Parish Council is to protect as well as enhance biodiversity within the village and maintaining existing connections and corridors separating the various communities. The southern part of the village is rich in biodiversity, however as fields are built upon, wildlife in all its forms is squeezed out.
75. Residents have noted reductions in numbers of birds, reptiles and mammals in the last 20 years in the more biodiverse rich parts of the village, so the other parts of the village must be suffering this reduction even further. Part of the village is in a Biodiversity Opportunity Area (BOA).
76. As house building takes up an increasing amount of land it is difficult to see how it can be enhanced and improved. Tree planting is a practical option if a significant amount of native

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species can be included in any planning application. But it also means setting aside land that might otherwise be built on.

7. Travelling in the village

a) Roads

77. Getting around by car is simple. There are a small number of arterial routes which have become popular through routes. Tally Ho and Woodchurch Roads is the main spine route, it is single carriageway in either direction, is the bus route and the width ensures that vehicles can pass. There is little roadside parking, which would act as a chicane and slow traffic if any parked there. All houses appear to have sufficient off street parking.
78. Hornash Lane is slightly narrower in places but wide enough for vehicles to pass. The lower end of Church Lane width is fine for small vehicles, but there are often issues with HGV traffic. Roadside parking also affects the width. Further south it is essentially a single track road, however HGVs in particular have done considerable damage to the verges, making passing difficult. Criol Lane is single track for its whole length but is on the satnavs as a preferred route. Like Church Lane, it suffers from severe verge damage from HGVs. We are very aware that Criol Lane via Woodchurch Road into Church Lane is a recognised 'rat run' for all types of vehicle for people accessing the A28 down to Hamstreet and the Marsh beyond. Bethersden Road too is not much wider than single track for quite a bit of its length. It does however have a Lorry weight restriction at the A28 end.
79. The village does have parking issues at some key spots. Indeed we have been concerned that the minimum parking standards on the new developments are insufficient in days where three or even four cars per household is becoming the norm.
80. For walking around the village there are some issues too. The small estate roads do have footways, but are limited in their size and length. Many of the village arterial roads that carry most traffic do not have footways or perhaps have a footway on only one side of the road. Only Woodchurch Road can boast a footway along one side of its length. The long length of Tally Ho Road however has no footway and is a fast road (currently 40mph) and people like to walk to the shop at Stubbs Cross, but the traffic and HGVs make this walk uncomfortable for many people. More would walk this road if there was a footway. A village survey in 2003 showed that providing this footway would be very popular. KCC have so far resisted this improvement work.
81. Hamstreet Road does have a footway where the houses are present, however it runs out at both ends. It is uncomfortable walking along here however due to the path narrowness and the fast traffic speed which is currently the national speed limit. It is a fast stretch of road despite deceptive bends. The cross roads with Hornash Lane / Bromley Green Road is dangerous for drivers turning right from Hornash Lane into the fast moving traffic having a blind bend to the left. This has been repeatedly brought to KCC's attention, but to no avail.

b) Footpaths and Byways

82. Whilst being blessed with a good number of footpaths and byways, there are problems where some end with roads, particularly where they have the national speed limit and no footway. We have tabulated the problem spots to show where conflicts might arise.

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PROW	Road	Speed	Reason
AE552	Hamstreet Road	60	Crosses at a bend on very fast road, northbound walkers have no sight line. History of crashes
AW183& AW337	Hornash Lane	60	Ends on road and walkers need to walk a long way to access the next closest PROW
AW338	Hornash Lane	60	Ditto
AW302	Hornash Lane	60	Crosses the road at a bend, westbound walkers have no sight line
AW355	Church Lane	60	Enters at two points, one on a bad bend at Jenkey Farm. Long walk on road to access another PROW
AW334	Church Lane	60	One point of access, Long walk on road to access another PROW
AW336	Church Lane	60	Ditto
AW338	Church Lane	60	Accesses the road fairly closely to the next two below, but on a bad bend
AW301a	Church Lane	60	Ditto
AW301	Church Lane	60	Ditto
AW333 and AW333A	Church Lane	60	No footway, narrow road, no refuge
AW350	Bethersden Road	40	Close to a bend, then longish walk to next PROW
AW245	Bethersden Road	40	Ditto but in reverse

The Parish Council is in talks with KCC Highways to seek placing warning signs at some of the key spots, so that drivers are alerted to the possibility of pedestrians walking on the road.

c) Public Transport

83. Developers have at times erroneously cited that the village has a half hour bus service covering Ashford to Tenterden, this is an hourly service on weekdays. There is a reduced service at weekends. The 2a route is the only service.

d) Vulnerable road users

84. Until the early 2000s there was a national speed limit through the whole village. This was reduced to 40mph for the more populous roads. As the population grew and the roads got busier, even travelling at (around) 40mph, some villagers find it uncomfortable even where there are footways. Pressure has been applied to KCC Highways to reduce the speed to 30mph. The Parish Council recognised it was a risk as it theoretically reduced vision splays for any developer creating junctions of the future, but it could also recognise the creeping urbanisation of the village. Villager safety took precedence and the right to have slower speeds as documented in the Government's own guidance. All villages with a certain length of properties, should have this protection. KCC have agreed and the lower speed will be implemented in spring 2018 (no specific date yet given).

85. Section 5 b above highlights problems that besets walkers in the village. There are stables in the village and horse riders need to be further protected when they use the roads. There are warning signs on Bethersden Road and Criol Lane, but are also needed for Church Lane, Hornash Lane and Woodchurch Road.

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86. Cyclists are able to use the National Cycle Route 18 And Regional Route 11 which use Criol Lane. This lane is single vehicle width for much of its length, but is used as a rat run by HGVs. The verges are badly damaged as traffic struggles to pass vehicles coming in the opposite direction. Also the road edges are damaged and pot holed with the constant off road running. It is thus not really suitable for casual cycling. It is programmed for road improvements for the eastern half as it will eventually become a recognised route into the Chilmington Green development. There is no certainty about upgrading the western end as it is outside the Consortium's remit.

e) Improving connectivity

87. The Parish council is seeking to improve connectivity particularly for walkers and cyclists. There is limited opportunity except where land and money becomes available. Joining up existing footpaths is very dependent on landowners being prepared to allow for people to walk on their land.

8. Policy points

a) Landscape Characteristics

88. Proposed Parish Landscape Protection Policy as relating to ENV3

Shadoxhurst lies within the **Bethersden Farmlands Landscape character area**, defined as highly sensitive with strong field boundaries and a sense of place. The Landscape Character Area is also categorised as **21 Shadoxhurst Wooded Farmlands** in the **Jacobs 2009 study**.

The characteristics are defined as:

- Undulating landscape
- Mixed farmland with little intensive land use
- Field pattern influenced by extensive woodland framework
- Strong sense of enclosure provided by mixed woodlands and hedgerows
- Broadleaf and evergreen mixed woodland
- Field ponds and narrow stream corridors along narrow wooded valleys
- Recent development and many bungalows within Shadoxhurst and Stubbs Cross
- Trefoil windows in traditional buildings
- Narrow ditch lined roads enclosed by woodlands and hedgerows

It is clear that there needs to be a protected green buffer delineating the growing urban fringes of Ashford and the wooded rural farmlands of the village. This is detailed in the next section and defined in the plan below.

b) Green Buffer

89. As discussed in sections above, the northern part of the Parish abuts the proposals for Chilmington Green. There is an intention in the Development Plan agreed to retain a buffer area of agricultural land adjacent to the Parish. Due to the existing views from and into the

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village, it is important to retain a significant buffer within the Parish on this side, not a token buffer. This is partly due to the ribbon development of Tally Ho Road that continues from the village on the south side of the road to Stubbs Cross. Although in Kingsnorth Parish, there is a clear need to retain a buffer with the proposed development there. It is important to protect the green buffer space to the north of Tally Ho Road. Shadoxhurst is characterised by having development on one side of the road along much of its roads which still produces an open feel. Where there is development on both sides it clearly results in an urban feel as seen in Woodchurch Road. We wish to establish a policy that supports and underpins ABC policy SP7

c) Green Spaces

90. Retaining green spaces when there is a desire from some landowners to develop and make money is now more important than ever before. Where we have green spaces, the LPA needs to acknowledge the importance and an LPP as proposed will give greater firmness to their policies. This needs to include protection of trees and hedgerows as well as rejecting unsuitable fields.
91. Biodiversity mitigation with development is one side of the coin, but the other side is retaining the sense of place which can be lost in the rush to fill a field and maximise profit. Rural development needs to respect inclusion of green space to have a better look and feel even if this reduces density.

d) Green Corridors

92. A key aspect of this policy is to ensure there are green corridors both within and between communities and settlements. A green space on its own can only draw in certain species and in maintaining full biodiversity opportunities it is imperative to ensure a continuation of green areas through and between. This is recognised in the Ashford policies, however the village has lost a vital green corridor to development and there was insufficient weight given to the importance of the corridor and ABC failed to protect this in 2017. We feel the proposed policies are weaker and so proposing this LPP.
93. Green corridors exist in the south of the Parish and connect with SSSI's, the BOA and the protected Forest of Orlestone. We seek to protect these and the other corridors that are likely to be threatened by development. These are defined on the attached Proposals Map. This includes a corridor through to the proposed Discovery Park at Chilmington and the buffer space at Court Lodge and highlights the need for protected corridors into Bromley Green, other parts of Ruckinge and Kingsnorth. Kingsnorth is particularly important due to the considerable growth being proposed.

e) Dark Skies

94. The Parish Council is keen to obtain 'Dark Sky' status. However with the closing in of Chilmington and Kingsnorth developments, this continues to be a slipping aspiration. We have dark skies in the southern part of the village looking south and west, however the north and east continue to be a challenge. We are likely to only obtain the status if we can win this for the whole parish.

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95. Notwithstanding this, there is strong support to retain the object to having no street lighting along our roads and in any proposed developments. We will continue to maintain this position and oppose any proposals for additional lighting.

9. Proposed Landscape Protection Policy

Proposed Policy Wording: Landscape Protection of Shadoxhurst Village

Taking into account the characteristics of the area, the quantitative and qualitative assessment undertaken in transport and landscape assessments, and the evidence collected, an area specific local plan policy to address new development in the Shadoxhurst Wooded Farmlands Area is proposed to be worded as follows:

'Proposals for land use changes and development in the Shadoxhurst Wooded Farmlands Area (as defined on the Proposals Map) will only be permitted provided that all of the following criteria are met:

a) The land use change or development respects the landscape setting of the area and can be demonstrated to be in keeping with the form and style of existing development as a sensitive transition between the Ashford Urban and Shadoxhurst Wooded Farmland areas. Particular emphasis will be placed on the visual effects of development in the context of views into and out of the site, and the historic disposition of development relative to the surrounding topography.

b) The land use change or development respects the historic and archaeological reference points and sites of biodiversity value, and in particular, can demonstrate that it will not exacerbate current impacts to the character and function of existing highway corridors and lanes, and the street amenity in the village settlements areas.

c) The development will have no impact on the pursuance of rural activities on the adjacent lanes and highways that may be considered sensitive to development impacts;

d) It can be demonstrated that the development will not on its own or cumulatively as a result of other previously implemented, permitted, committed or planned schemes within or adjacent to the Shadoxhurst Wooded Farmland Area generate a type or amount of traffic that would be inappropriate or detrimental to the rural road network that serves it; and

e) There would be no impact either individually or cumulatively as a result of other previously implemented, permitted, committed or planned schemes within or adjacent to the Shadoxhurst Wooded Farmlands Area on the character of or important features within the area including the rural lanes, verges and hedgerows which cross the area.

f) The land use change or development will not be permitted on the green corridors or outer green buffer areas identified in the proposals maps to ensure that the settlement areas are sufficiently separated and wildlife is able to move between settlements.

Shadoxhurst Parish Council March 2018