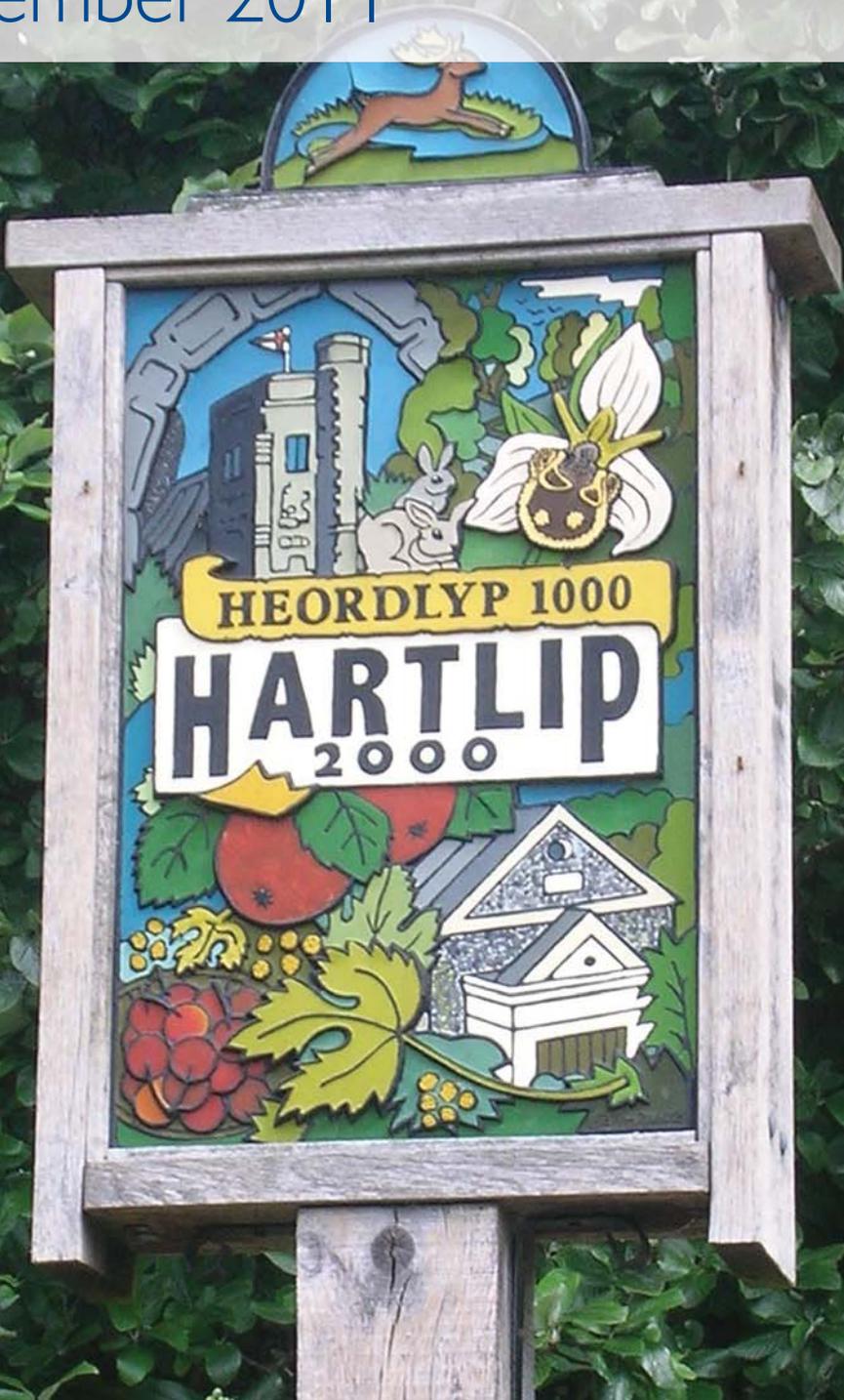




**Swale**  
BOROUGH COUNCIL

Swale Rural Sustainability Study  
December 2011



# Swale Rural Sustainability Study

## 1 Introduction

### Purpose of Study

1.1 The study updates the work previously undertaken for the Swale Local Plan (2008) in looking at the services and facilities available within each settlement. It will focus principally on

- the rural settlements in the Borough (ie those outside Sittingbourne, Faversham, Sheerness, Queenborough and Rushenden and Minster and Halfway); and
- Informs the emerging Core Strategy policies for the overall distribution of development by places each settlement in the proposed hierarchy.

### Structure of the Report

1.2 Part A: Planning Policy Context

- National Planning Policy
- Regional Planning Policy
- Local Planning Policy and the Role of Rural Settlements

1.3 Part B: Project Methodology

- How the study was undertaken?
- Which settlements were studied?
- What did the study examine?
- Review of Services and Facilities by Settlement (Table 4)

1.4 Part C: Recommendations for Swale Core Strategy Settlement Hierarchy

Appendix 1: Swale's Rural Settlements Future Capacity

## 2 Part A: Planning Policy Context

### National Planning Policy context

- 2.1 The planning system, introduced by the Government in 2004, seeks to develop strong, vibrant and sustainable communities through national planning policy statements PPS3, 4, 7 and Planning Policy Guidance PPG13, providing broad advice on rural settlements and the policies which should apply to them.
- 2.2 PPS 3 “Housing” (published June 2011) and accompanying advice and guidance have been developed in response to recommendations in the *Barker Review of Housing Supply* in March 2004. A principal aim of the new PPS3 is to underpin the Government’s response to the *Barker Review of Housing Supply* and the necessary step-change in housing delivery, through a new, more responsive approach to land supply at the local level.
- 2.3 The PPS sets out the governments key housing policy goal of ensuring that everyone has the opportunity to live in a decent home, which they can afford, in a community where they want to live (Para 9). In rural settlements, the guidance reflects the Government’s commitment to improving the affordability and supply of housing in all communities, including rural areas, informed by the findings of the Affordable Rural Housing Commission (Para 3), it encourages Local Planning Authorities to undertake Strategic Housing Market Assessments (ensuring a mix of housing types to meet community needs, para 22) and Strategic Housing Land Availability Assessments (making provision for an appropriate level of housing to meet community needs, para 33 ) and reiterates the need to provide housing in suitable locations, which offer a good range of community facilities, access to jobs, key services and infrastructure, (para 36), in providing for affordable housing in rural communities where opportunities for delivering affordable housing tend to be more limited, the aim should be to deliver high quality housing that contributes to the creation and maintenance of sustainable rural communities in market towns and villages (Para 30), to continue to make effective use of land by re-using land that has been previously developed ( para 40) and identifying suitable locations for housing development and the need to create and maintain sustainable, mixed and inclusive communities in all areas, both urban and rural (para 37).
- 2.4 PPS4 “Planning for Sustainable Economic Growth”, published December 2009, sets out planning policies for economic development which underpin the Governments objectives of achieving prosperous communities in both rural and urban areas through sustainable economic growth, amongst which is the objective to raise the quality of life and the environment in rural areas by promoting thriving, inclusive

and locally distinctive rural communities whilst continuing to protect the open countryside for the benefit of all (Para 10).

- 2.5 PPS7 “Sustainable Development in Rural Areas” published August 2004, places sustainable development at the heart of rural planning policy with key objectives of (i) raising the quality of life and the environment in rural areas through the promotion of thriving, inclusive and sustainable rural communities, sustainable economic growth and diversification and (ii) promoting more sustainable patterns of development by focusing most development in, or next to, existing towns and villages (para 3), improve the viability, accessibility or community value of existing services and facilities (para 7), ensuring development respects and, where possible, enhances the character and design of rural settlements (para 12), supporting the re-use of appropriately located and suitably constructed existing buildings in the countryside where this would meet sustainable development objectives (para 17), local business and community needs, in maintaining the vitality of these communities (para 44) and by ensuring people who live or work in rural areas have reasonable access to a range of services and facilities (para 66).
- 2.6 PPG13 “Transport” published January 2011 sets out an integrated transport strategy to support a strong and prosperous economy. Para 4 states the key objectives of the Government’s transport strategy are to:
1. promote more sustainable transport choices for both people and for moving freight;
  2. promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
  3. reduce the need to travel, especially by car, whilst recognizing the car will continue to have an important part to play and for some journeys, particularly in rural areas (Para 5).
- 2.7 In meeting these objectives, Local Planning Authorities are advised to locate most development for housing, jobs, shopping, leisure and services in local service centres in rural areas (para 6) and that jobs, shopping, leisure facilities and services should be primarily sited at the most accessible locations in the local area, or where accessibility will be improved as a result of the local transport plan provision or other measures that the local authority intends to take (para 40).
- 2.8 In July 2011 the Coalition Government issued the Draft National Planning Policy Framework (NPPF) for consultation. The draft NPPF is a key part of the Coalition Government’s reforms to make the planning system less complex and more accessible, and to promote sustainable growth. The draft NPPF sets out the Government’s economic, environmental and social planning policies for England. Taken together, these policies articulate the Government’s vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

- 2.9 The draft NPPF states that to help achieve sustainable economic growth, their objective is to raise the quality of life and the environment in rural areas by promoting thriving, inclusive and locally distinctive rural economies. The Government also want planning policies to support sustainable economic growth in rural areas by taking a positive approach to new development. They want planning strategies to maintain a prosperous rural economy including policies to support the sustainable growth of rural businesses, to promote the development and diversification of agricultural businesses and to support sustainable rural tourism and leisure developments that benefit rural businesses, communities and visitors and which respect the character of the countryside. In relation to housing, the draft NPPF states that in order to promote sustainable development, housing in rural areas should not be located in places distant from local services.

### **Regional Planning Context**

- 2.10 In March 2001, Kent County Council published its Kent Countryside 2000 “Understanding Rural Change” document. It brings together a concise overview of facts and trends about a range of rural, economic, social and environmental issues. It notes that many people in rural Kent have access to fewer local services than urban residents. Whilst some settlements still offer a range of services a significant proportion lack key services. For rural transport and traffic, the study notes that dependence upon the car in the County is high with bus and rail services often non-existent at weekends.
- 2.11 The Regional Spatial Strategy (The South East Plan, 2009) which was formerly part of the development plan will be formerly revoked upon enactment of the Localism Bill.

### **Swale Policy Context**

- 2.12 The Development Plan for the Borough currently comprises the Swale Borough Local Plan, adopted in 2008 which covers the period to 2016. It supersedes the Swale Borough Local Plan 2000 and forms part of the statutory development plan for the Borough.
- 2.13 The Planning and Compulsory Purchase Act 2004 introduced Local Development Documents (LDDs). Together, the LDDs will comprise a Local Development Framework (LDF) for the district authority area. The Core Strategy is the principal document within the Local Development Framework (LDF). It will set out the vision and key objectives for the future development of Swale to 2031 and how these will be achieved. In January 2011 the Council consulted on its Issues and Strategic Spatial Options for the Core Strategy in a document

called “Pick Your Own”. Policy CP1 sets out the Swale Settlement Hierarchy, which is the policy under review as part of this Study.

- 2.14 The ‘Sustainability Study of the Rural Settlements in Swale’, 2001 was undertaken to inform the review of the Swale Borough Local Plan (2008), which was adopted in 2000 and to respond to the governments sustainable development agenda. The study sought to answer the following questions:
- How sustainable in their location and access to facilities are the rural settlements of Swale?; and
  - Which rural settlements should be looked at in more detail to assess their potential for accommodating future development?

### **General Overview of the Rural Areas in Swale**

- 2.15 Over 40% (56,000 people) of Swale’s population live in the rural parts of the borough and it is therefore important to understand the issues affecting them.
- 2.16 There is a wide range of rural settlements in Swale and they all have their own unique character. Outside the towns from Hartlip in the west to Dunkirk in the east, Sheldwich in the south to Shellness in the north, is the Borough's extensive rural area. There are a great diversity of settlements and landscapes; many of great charm and character. Larger villages along the main transport routes like Newington, Teynham and Boughton have a range of local facilities and services, whilst away from the main routes are smaller, more isolated settlements and hamlets like Conyer, Warden and Throwley Forstal. (Pick Your Own – Issues and Strategic Spatial Options, Consultation, January 2011, pg 13.) Approximately 23% of Swale falls within the Kent Downs Area of Outstanding Natural Beauty (AONB), a nationally designated landscape.
- 2.17 Agriculture continues to shape the nature and character of the countryside and Swale remains associated with a long history of fruit production. Agriculture shapes much of the diversity of the Borough's environmental resources too, including internationally important estuarine and coastal habits in the North Kent Marshes, the central mainland plain of orchards and arable land, the wooded clay outcrop of The Blean, and the southern woodlands and dry chalk valleys of the North Downs dip-slope. Much is designated for its landscape or nature conservation importance and the largest number of the Borough's conservation areas can be found there. The area is important for farming and, increasingly, the contribution it makes to the Borough's economy through recreation and tourism.
- 2.18 The communities themselves are home to about 40% of the Borough's population. On the Isle of Sheppey there are 10 areas of concentrated

rural deprivation along with 4 pockets of rural deprivation around Sittingbourne, Newington and Teynham. A small pocket of deprivation was also identified in Doddington. The study showed that there are 4 rural areas in Kent that are in the top 5% of the most deprived in England; and all of these are in Swale. (Draft Rural Housing Sun Strategy for Swale, May 2011.)

- 2.19 The challenges for rural communities are well documented - basic services are in decline, farming has been hit by changes in competition by the supermarkets and changing consumer demand, development pressures are considerable on greenfield land and environmental quality is declining in some places.

### Swale's Rural Economy

- 2.20 The economy in the rural area is now much less reliant upon traditional local trades than in the past, but there are distinct business activities that are suited to the rural area, such as IT based enterprises, tourism, recreation and, of course, agriculture.
- 2.21 Within the rural area, local facilities and services are of great importance to local communities, but recent years have seen the closure, and conversion, of local shops, village post offices, and public houses. With increased car use and internet shopping, use of local shops is declining. This makes those remaining rural services even more valuable.
- 2.22 The tourism sector is also a significant supporter of local jobs, with many caravan parks based on Sheppey and many bed and breakfast establishments and self-catering accommodation across the North Kent Downs Area of Outstanding Natural Beauty. The tourism sector is a modest employer within the Borough with 3,200 jobs in 2008, but has grown by almost 70% in the last eight years. However, its 7.4% share of all Swale jobs is lower than both the South East region (8.2%) and nationally (8.2%). (Economic Impact Assessment or more commonly known as the Cambridge Model 2009)
- 2.23 Agriculture has undergone considerable change and this can be seen in the appearance of the countryside, which has largely switched from livestock, horticulture, and hops to arable and fruit crops. Some farms have diversified into tourist accommodation, farm shops, etc as they can bring positive countryside management alongside new rural jobs and services. The exploitation of woodland products in a sustainable way, such as in charcoal manufacture or by providing the fuel for power plants, has been slow to take off in Swale but this is partly due to the current economic conditions. Agriculture remains an important part of the Swale economy and land-use. The industry is in need of some modernisation, particularly relating to the need for storage of fruit and to increase the seasonal availability of crops. The Borough's

agricultural resources are important for the UK's long term sustainable development because of the need to secure future food supplies and reduce food miles for locally produced food. Soil quality across much of mainland Swale is outstanding and nationally important for the variety of crops that it can grow. Climate change will have a significant bearing upon the industry as increased temperatures across all seasons leads to: longer growing seasons; changes in the level and timing of water availability; potential to grow different crop types; shifts in planting times; increase in soil erosion; increased demand for water for irrigation, change in the timing and incidence of crop and livestock pests; and changes to housing conditions for livestock.

- 2.24 After a period of decline in Swale (in common with the UK in general), local agriculture is showing signs of renewed optimism, although new investment is required. Fruit production is likely to be the main driver of the industry, supported by new investment, with EC support, to meet the demands of retailers and, critically, the need to extend the growing season. This will lead to demands for new large, well located scale crop storage facilities that will act as hubs for the wider farming community, as well as on-farm measures like polytunnels. At a smaller scale, making use of buildings and land on farm holdings to help diversify employment opportunities in the rural areas will continue. (Swale Borough Council Core Strategy Topic paper 5; The Economy).

### Swale's Rural Housing

- 2.25 It is a general perception that in rural areas across the United Kingdom that market forces have increased the price of local housing to the extent that it is now beyond the means of many people. These may include local residents seeking to enter the housing market for the first time, those who now need a smaller house, former residents wishing to return to the village where they grew up, perhaps to be close to parents or children, or those wishing to live close to their place of work.
- 2.26 Swale's Housing Strategy (February 2010) states that there are severe affordability problems in rural communities with lower-waged locally employed residents struggling to access accommodation they can afford, which can result in high levels of out-migration of younger people and therefore unbalanced rural communities. It recognises that there has been a limited focus on meeting rural housing needs with extremely few homes delivered via rural exception sites in the five years up till 2008/9. The recent cuts in Government grants for rural housing enablers is also affecting the viability of rural housing schemes.
- 2.27 The Strategy goes on to recognise that rural districts can exhibit greater levels of deprivation than their urban counterparts with issues of rural affordability and access to services. In that a lack of investment in rural areas can compound the issue with people employed in more traditional industries (e.g. agricultural) and in lower paid industries struggling to afford housing and the closure of rural amenities (e.g. post

offices) leading to people having to travel further to access basic amenities.

2.28 Swale produced a Rural Housing Sub Strategy in May 2011 to focus on the approach needed to deliver high quality rural affordable housing in areas of need for local people. The strategy looks at rural exception sites and states that:

- Rural communities have a unique opportunity to build affordable homes for local people in areas where development would not normally be permitted. Government advice allows for land on the edge of villages to be released for affordable housing as an exception to normal policy of development in the countryside,(Appendix 2).
- Any application for affordable housing in rural areas must have the support of the Parish Council, and meet a local need as identified through consultation and a Housing Needs Survey. In Swale clear and transparent Local Lettings Agreements for rural affordable developments already exist and have been used to support and sustain rural communities by carefully considering each rural allocation to ensure a balanced community life is maintained and
- Rural households in Swale are able to access the current Housing Options Service. Between November 2009 and November 2010; 26 rural households were assisted with prevention measures which equates to 10% of the total assisted that year; and an additional 14 rural households made a homeless application; equating to 8% of applications for that year. This demonstrates that rural households are able and know how to access housing services in Swale when they are required. This is a view reflected in a recent consultation survey and determined that a large majority of respondents consider that information is readily available and accessible when required, although there are general areas of concern surrounding affordable housing developments including land used for these sites, associated stigma such as antisocial behaviour and appropriate infrastructure to support the developments. In contrast the response also highlighted a need for targeted information for vulnerable households with suggestions that the best means of communication being through direct mail rather than internet or advertisements

### **3 Part B: Project Methodology**

- 3.1 This Study reviews the 2001 'Sustainability Study of the Rural Settlements in Swale', which supported the Swale Borough Local Plan (2008). The current study undertook research into Swale's rural settlements looking at the services and facilities that each settlement contains, the transport serving each settlement, the local employment opportunities and each settlement's capacity to accommodate change. It also examined whether each settlement's built up area boundary needed alteration as a result of new development since the lines were drawn for the Swale Borough Local Plan 2008.
- 3.2 The results of the survey work were used to create a matrix, which in turn was used to inform the settlement hierarchy for the emerging Core Strategy and each settlement's place within that proposed hierarchy.

#### How was the Study Undertaken?

- 3.3 Firstly, a desk top review of all relevant policy documents and research studies was carried out to take account of new and updated planning policy guidance and other research work which may have been undertaken since the publication of the 2001 study, followed by an audit of all rural settlements which was carried out through a series of site visits.
- 3.4 The results of the survey work were used to create a matrix, which in turn was used to inform the settlement hierarchy for the emerging Core Strategy and each settlement's place within that proposed hierarchy.

#### Which settlements were studied?

- 3.5 For the purpose of this review, the rural area is defined as the entire Borough outside of the defined built-up areas of Faversham, Sheerness, Queenborough (including Rushenden), Minster, Halfway, and Sittingbourne. The approach mirrors that of the 2001 Study and was considered to be a robust basis upon which to undertake a comparable review. The approach embraces the following settlements:
  1. those given defined built-up area boundaries in the adopted Swale Borough Local Plan;2008
  2. those with a population below 3,000 people, but having a clearly defined nucleus of development; and
  3. those where development pressures which had manifested themselves in the past.
- 3.6 Using this approach, the majority of rural settlements in the Borough have been included in the study, see table 1. Some settlements not included in the study were considered too sporadic or too small, such as

*Howt Green, Oad Street, Otterham Quay, Deerton Street, Hogben's Hill, Stalisfield Green, Leveland, Throwley, Luddenham, Shellness, Brambledown, Eastchurch Cliffs, Warden Point.* Ospringe was not included in this study as its boundary is not contiguous with Faversham's and it shares the many facilities and services available in Faversham.

- 3.7 Conversely, other settlements were not included in the study because they were considered to be too large i.e. above 3,000 population. Apart from the three main towns of Sheerness, Sittingbourne and Faversham, the settlements of Queenborough, and Halfway and Minster, on the Isle of Sheppey were also excluded. The sustainability and ability of these settlements to accommodate further development will be examined by the Core Strategy, primarily through the Strategic Housing Land Availability Assessment and the Employment Land Review.

<b>Rural Settlements Studied</b>			
Badlesmere	Bapchild	Bay View	Bobbing
Bobbing Hill	Borden	Boughton	Bredgar
Chestnut Street	Conyer	Danaway	Dargate
Doddington	Dunkirk	Eastchurch	Eastling
Goodnestone	Graveney	Hartlip	Hernhill
Iwade	Lewson Street	Leysdown	Lower Halstow
Lynsted	Milstead	Neames Forstal	Newington
Newnham	Oare	Painter's Forstal	Rodmersham Green
Selling	Sheldwich Lees	Staplestreet	Teynham
Throwley Forstal	Tunstall	Upchurch	Warden Bay

Table 1: The settlements covered by this study.

### What did the Study Examine?

- 3.8 This review continues the approach from the 2001 study by undertaking an audit of relevant information across 3 areas:

1. day to day facilities within each settlement;
2. the transport options available within each settlement; and
3. the employment provision within each settlement.

- 3.9 An additional task was undertaken as part of this review:

1. the capacity of each settlement to accommodate change.

- 3.10 In collecting this information, the study made the following assumptions:
- a) that persons were likely to travel less by car if the facilities they needed were available within a reasonable distance; and
  - b) that if persons needed to travel further afield, they were less likely to use the car if good transport alternatives were available.
- 3.11 These assumptions were, and are, well enshrined within the planning system in government advice and elsewhere. However, it is acknowledged that this, perhaps, is how it would be in an ideal world. Reality, though, is often somewhat more complex. People make journeys by car for a variety of purposes; not least for convenience. They may do their shopping weekly, fortnightly or even monthly at the superstore, or in the town where their place of work is. Internet shopping for both convenience and comparison is now more widely used. Choice also plays a strong part, whether it is for school, leisure or shopping. All this means that decisions on how we travel will not solely be influenced by the nearness of facilities or the availability of transport alternatives. We must also remember that no rural settlement in the 21<sup>st</sup> Century can provide for every conceivable daily need. Major shopping, employment and specialised medical facilities are most likely to be in the larger towns and will continue to be the case, despite the influence of Internet shopping and home delivery services.
- 3.12 Finally, some mention should be briefly made of the limitations of the land-use planning system. The planning system cannot force us to live next to our places of work; neither can it make us use local shops or public transport. These choices go well beyond the current statutory planning framework and extend into most other facets of Government policy and more importantly into individuals own preferences.

### Defining Catchment Areas

- 3.13 Before collecting any data, a catchment area around each settlement, from within which the data on transport and facilities would be assembled, needed to be determined.
- 3.14 The boundary for settlements was considered to be the natural village envelope as defined by the built up area boundaries as defined by the 2008 Swale Borough Local Plan, or by judgements on where the built up area of the settlement adjoined the open countryside. Where facilities or services are outside of this area, but serve the settlement, they have been included but with the distance from the centre of the settlement noted.
- 3.15 The surveys were conducted over the summer and autumn of 2010.

## **Components of the Study:**

### **Services and Facilities**

3.16 It was accepted that there could be legitimate debate over what facilities and services to include and the study looked to a number of sources in order to reach some conclusions as to which facilities to include. These were:

- The actual facilities present to see what were the most common;
- Facilities which may affect travel patterns;
- The Rural 'White Paper' which focuses on village shops, post offices, pubs and garages;

3.17 A list of the services and facilities which it was felt were required in a settlement to maintain or enhance its sustainability was drawn up using guidance from the three points above. These included facilities such as shops, post offices, GP surgeries, pubs, cafes. Services have been divided into essential and desirable, see table 2. These were then used to formulate the Settlement Hierarchy.

<b>Essential Services</b>	<b>Desirable Services</b>
Shop	Dentist
Primary School	Employment Opportunities
Post Office	Petrol Station and/or repairs garage
GP Surgery	
Bank or Cash Machine	
Pub, café or restaurant	
Recreation Facilities	
Hourly bus and/or train service	
Place of Worship	

Table 2: Essential and Desirable Services

3.18 Information on education was collected separately from the other facilities. The presence of a primary school was recorded, as was secondary schools. Trips for education are a significant generator of travel, although they are often combined with other trips. Due to

availability of schools in Swale and adjoining Boroughs, along with parental choice, children often travel considerable distances to school. However, the planning system requires that we should plan for these facilities to be available locally, particularly at the primary school level if the number and length of car journeys are to be reduced. Whilst the quality of the school will be outside the control of the planning system, parents living in a village should have the option to send their child to the nearest village school.

- 3.19 At secondary school level, distances travelled are inevitably greater reflecting that most rural settlements are unlikely to have a secondary school present. The study recorded the location and distance to each secondary school, whilst recognising that some schools would be outside the Borough.

#### Public Transport

- 3.20 Both the presence of rail and bus services were studied for each settlement along with their frequency. For rail the study examined each settlement in turn identifying where the nearest station was, and collected information on the number of trains per day and the time of the last train was also identified as an indicator of service quality. When train services were not present within the settlement's catchment, then the distance to the nearest town and the service available there was recorded. A similar exercise was repeated for bus services and information collected on whether the service ran at weekends and which towns it served.
- 3.21 As previously stated, it cannot be assumed that choice, work location or shopping patterns would lead to travelling into the nearest town, whether it is by car or other mode. However, planning for a sustainable pattern of development leads to the need to examine the relationship between the settlement and its nearest town. Therefore, to assist in assessing the likely impact of any journey from the rural area by car, the location of, and distance to, the nearest main centre was recorded.

#### Employment Provision

- 3.22 On the site visits settlements were examined to see if they had any large employment providers, over and above the employment provided by the services present.

#### Built-up Area Boundary

- 3.23 The existing built-up area boundary as defined in the 2008 Swale Borough Local Plan was examined during the site visits and via a desk top review by Council Planning Officers. Existing planning permissions for housing, employment and road schemes were also looked at to see if their implementation would affect the built up area boundary. Any changes, such as moving the boundary to accommodate new developments or a tightening of the boundary are recommended in each settlement's section and in the conclusions of this study.

### Capacity for Change

3.24 Each settlement's built form was examined and then the capacity to accommodate any new housing within the settlement was assessed. This was then rated as either low, medium or high.

<b>Capacity for Change</b>	<b>Characteristics a Settlement in each category would Posses</b>
Low	<ul style="list-style-type: none"> <li>• No opportunities for development and/or in-fill sites;</li> <li>• No adverse effect on the character of the settlement and/or the surrounding countryside; and</li> <li>• Extremely limited services and facilities.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• Limited opportunities for development and/or in-fill sites;</li> <li>• Limited adverse effect on the character of the settlement and/or the surrounding countryside; and</li> <li>• A range of services and facilities.</li> </ul>
High	<ul style="list-style-type: none"> <li>• A number of opportunities for development and/or in-fill sites;</li> <li>• Extremely limited or no adverse effect on the character of the settlement and/or the surrounding countryside; and</li> <li>• A wide range of services and facilities.</li> </ul>

Table 3: Capacity for Change Characteristics

3.25 Part B of this study reviews all of the services and facilities present in each village and then Part C takes this forward and show the sustainability matrix of all of the settlements in the study. This will then lead to the formation of the Settlement Hierarchy and a list of which services are required for each classification in the hierarchy.

3.26 The proposed Settlement Hierarchy suggests the following categories:

1. Main Borough Centre – primarily the focus for development and concentration of higher order public services and facilities in Swale

suitable for the largest scale developments and transport improvements.

2. Other Borough Centres - secondary focus for development; suitable for an urban scale of development corresponding to urban regeneration conservation objectives leading potentially to varying scales of development. Should provide the full range of public services and facilities necessary to serve their own and surrounding communities.
3. Local Service Centres – the main focus for development in the rural areas for accommodating new facilities and services, or other developments able to support and enhance their role as a provider of services to a wider rural area. They should provide most or all of the following: primary health care, education, organised sport and recreational facilities, food and other shopping, pub, post office and place of worship and be accessible by frequent (hourly) bus and train services.
4. Villages – other villages with built up area boundaries forming the remaining focus for development. Suitable for modest scales of development that reinforces their role as a provider of services to its home community. Such settlements would provide: primary education, recreation area, a shop, and be accessible by bus or train. For villages without one or more of these services or relatively remote from their nearest local service centre, only minor development that would not worsen their unsustainable characteristics will be supported.
5. Other places within the open countryside – the character and quality of all other settlements, biodiversity and landscapes in the open countryside beyond identified built up area boundaries will be protected. Only developments that (a) are allocated by Development Plan Documents; or (b) functionally require a rural location; or (c) are essential for the continuance of social, economic or environmental health of a community as identified by the Core Strategy; or (d) it cannot be accommodated elsewhere; and (e) without unacceptable harm, will be permitted.

3.27 The information collected during this study will be used to inform their place in the Settlement Hierarchy. The results will be set out in the conclusions.

## **Review of Services and Facilities by Settlement**

### **Badlesmere**

3.28 Badlesmere frames its large village green situated adjacent to the main A251, Faversham to Ashford road. Three sections of the village form the outer edge of this space; its management producing the appearance of a common rather than a more conventional village green. The green also has many large, mature trees within it, particularly situated around its sides. It is this green space which is the dominant character of the settlement. Whilst land around the village comprises large arable fields, within the village itself there is a more intimate feel with properties set within an attractive loose-knit built form. A particular feature is the tree lined unmade track running off from the main road along the edge of the green, where large detached properties sit behind an attractive brick wall. There are a mixture of ages and styles of housing present. Although they are generally large and detached, the earliest appears to date back from the 15<sup>th</sup> and 16<sup>th</sup> centuries. The last development that took place here comprises bungalows from the 1950's and infill development dating from the 1980's.

### **Services and Facilities**

- 3.29 Despite its position on the main Faversham-Ashford Road, there are relatively few facilities present within this village. They include the Red Lion pub and a village hall down the unmade track facing the green. The large area of common land at its centre provides an area of open space and recreation. St Leonard's church serves Badlesmere but there is no shop in the settlement. There is also a tool hire facility. The mobile library visits fortnightly. There are no health care facilities within the village.
- 3.30 Outside the village there is bed and breakfast accommodation at Leaveland Court. The nearest town centre is Faversham, for day to day purchases, some 7.9 km away. There are no schools at Badlesmere, with the nearest primary school 2.5 km away in neighbouring Sheldwich Lees. The nearest secondary school is at Faversham, some 7 km away. Alternatively, other schools are available in Ashford, which is approximately 9 km to the south.

### **Transport**

- 3.31 There are limited public transport facilities in the village, with one bus service operating through the village. This service is a return journey from Faversham to Ashford. This service offers 11 return journeys per week day to both Ashford and Faversham, along with the nearby villages such as Sheldwich Lees to the north and Challock to the south, toward Ashford. The closest railway station to the village is 7.5 km away, at Selling station in the village of Neames Forstal (see Neames Forstal for

details). However, the bus service also provides access to the international rail station at Ashford, whilst other services are available from Charing or Wye stations further away. The A251 gives a direct route north south between the M2 and M20 motorways. However, the M2 south of Faversham is the closest junction, it being just over 5 km from Badlesmere.

## **Employment**

3.32 There are limited employment opportunities within Badlesmere other than at the public house, the tool hire centre and in nearby farms.

## **Capacity for Change**

3.33 Due to the size of Badlesmere and its lack of facilities and the potential adverse effects it could have on the character and surrounding countryside, it is not recommended that it could accommodate any new residential development. There is currently no built up area boundary and it is not proposed that a new one is created due to its very rural character and its position in the Kent Downs Area of Outstanding Natural Beauty (AONB). Badlesmere's capacity for change is low. In terms of future housing capacity Badlesmere has no outstanding planning permissions for housing until 2012 but has 784m<sup>2</sup> of total employment floor space to be built during the plan period.

### **Badlesmere: Key Issues**

- Limited Employment.
- Limited public transport.
- Extremely limited services.
- Only 1.9% of the working age population in the East Downs ward are unemployed.
- Badlesmere's capacity for change is low.

## **Bapchild**

3.34 Bapchild's village status rests on its size, the presence of village facilities and its compact form and free standing position with undeveloped land on all sides. It is however very close to the urban edge of Sittingbourne, separated by a green wedge, weakened on its southern side by ribbon development. Much of the village comprises a series of incremental housing estates which function as part of Sittingbourne. Only the ribbon development along the A2, plus School Lane as far as the Church, pre-

existed the estate development of the 50's, 60's, 70's and the last of the new housing which was built in Panteny Lane.

### **Services and Facilities**

- 3.35 Although Bapchild is situated very close to Sittingbourne, it has a good range of facilities to serve the residents of the village. There is a pub, a fruit and vegetable store and a petrol filling station with a shop. Also on the A2 are a car sales shop and repair garage and a van sales shop. Behind the A2, on the southern side of the village, is a primary school with a small playing field and village hall opposite, adjacent to the parish church. On the south eastern edge of Bapchild is a country house hotel with a restaurant and publicly accessible, through membership, gym and spa facilities. Outside of the boundaries of the village, but within walking distance are further attractions and leisure facilities. These include a small countryside park around Tonge Pond to the north and a nearby craft and furniture shop. To the east of the village, there is a cricket ground with changing rooms. The mobile library visits weekly. There are no health facilities within the village.
- 3.36 There is a primary school in the village, whilst for secondary education, Bapchild is the only village with a school (Sittingbourne Community College) in reasonable walking distance (750 metres). Other secondary schools are located further away in the centre of Sittingbourne.
- 3.37 Bapchild also benefits from the wide range of services and facilities that are available in Sittingbourne town centre, some 2 km away.

### **Transport**

- 3.38 With the A2 passing through the village, there is a reasonable bus service. There are regular services, six days a week, that pass through Bapchild, travelling to and from Faversham and Sittingbourne as well as further afield to Maidstone and Canterbury. Although there is no railway station within the confines of the village, the station in Sittingbourne is some 2.5 km away with a linking bus service. The station provides a regular service, including high-speed, to London and the coast. There are 79 trains a day from Sittingbourne to London in the week, with the last train leaving Sittingbourne at 23.58. On a Saturday there are 69 trains from Sittingbourne to London with the last one leaving at 24.03. On a Sunday there are 60 trains a day to London with the last train leaving at 23.29. The village is on the main road network, although to reach the primary road network requires a journey of some 5 km through the town to the A249.

### **Employment**

- 3.39 Employment is limited to the facilities present within Bapchild such as at the hotel and the car sales room and the small units on School Lane. Residents would need to commute either to Sittingbourne or further afield.

## Capacity for Change

3.40 Due to Bapchild's proximity to Sittingbourne and the presence of a good range of services and facilities and the limited effect it would have on the character of Bapchild and the surrounding countryside, it is felt that it would be possible for it to accommodate some extra housing development. With new housing planned, and a Development Brief adopted, for Stones Farm it would seem appropriate to extend the built up area boundary to include this new development. In the rest of Bapchild there are no other obvious areas for its extension. Bapchild's capacity for change is high. In terms of future housing capacity Bapchild has no outstanding housing or employment planning permissions.

### **Bapchild: Key Issues**

- Limited employment, but close to the opportunities in Sittingbourne.
- Good bus links within Swale and the surrounding boroughs and commuter services to London.
- Contains a primary school and within walking distance of a secondary school, as well as two shops and leisure facilities.
- 1.6% of the working age population in the West Downs ward are unemployed.
- Bapchild's capacity for change is high.

## **Bay View**

3.41 Bay View is a settlement which stands alone from its larger, more commercialised neighbour Leysdown, within very gently undulating countryside fringed with 'horsiculture' and holiday chalets in the open fields. Situated on the main holiday route to the seaside, development at Bay View did not establish itself out from any historic nucleus like other settlements and is a product of 'champagne' plot development. This development does not provide the settlement with a central focus, whilst its location provides the impression of being slightly detached from other communities on the Island. Development has consolidated in a piecemeal fashion, almost turning its back on the ribbon development on the main road and is based around a series of loop roads and occasional cul-de-sacs along which plots have been developed, sub-divided and in some cases divided again. The character of the area is essentially quiet with detached or semi-detached properties predominantly being bungalows with shallow pitch roofs. The original style of the properties have been greatly altered with successive occupiers stamping their own style upon the property which has further reinforced the areas overall,

slightly rambling character, which is typical of many plot developments on the Island.

### **Services and Facilities**

- 3.42 There are limited services and facilities here, the main one being a large pub on the Leysdown Road. This holds some activities, such as the WI, which would normally use a village hall. The mobile library visits weekly. There are no health care facilities present in this settlement.
- 3.43 There is no primary school in Bay View at present but a new one is due to open in September 2011 in nearby Eastchurch, 3.5 km away, to serve the eastern end of the island. Secondary education is either at The Isle of Sheppey Academy at Minster, or off the Island in Sittingbourne.
- 3.44 Other facilities are available in nearby Leysdown, just within 1.5 km, however, for most or all day to day purchases, the nearest main town in Sheerness, some 14.5 km away.

### **Transport**

- 3.45 The nearest rail station is within 14.5 km at Sheerness, so buses and taxis play a major role. There are limited bus services (see Leysdown for details) which serve the settlement (by request). The main road to Bay View also has capacity issues, especially during the summer months.

### **Employment**

- 3.46 The main employment in Bay View is the pub and the nearby holiday and caravan parks. The latter of course only offers seasonal employment.

### **Capacity for Change**

- 3.47 There is little capacity for change in Bay View due to the limited services and facilities and poor transport links. The settlement is surrounded by open countryside so any new housing would have a detrimental impact on this. The current built up area boundary is tightly drawn around the existing houses and it is not felt suitable to alter this. Bay View's capacity for change is low. In terms of future housing capacity Bay View has no outstanding housing or employment planning permissions.

### **Bay View: Key Issues**

- Extremely limited services and facilities.
- Poor transport links.
- Limited employment opportunities.
- 5.5% of the working age population are unemployed.
- Bay View's capacity for change is low.

### **Bobbing**

3.48 Bobbing, a large parish, contains a number of disparate parts, strung along the line of the former A249 Sheppey Way. It is the old village of Bobbing that is the focus for this study, which, as a result of the expansion of Sittingbourne, is only separated by the newer A249 dual carriageway. This section of Bobbing is set above the expanding town on higher ground. Given its association with the former main road to the Isle of Sheppey, the settlement is linear in form, set along a modest ridge which follows the line of the road south to north with the land falling gently away to the east toward Sittingbourne. Although the villages' southern aspect is dominated by a large road interchange and new development, the new road presented the village with a chance to recapture its heart with the removal of heavy traffic. Bobbing itself has few dwellings and has grown up around the parish church and school which stand defiantly above its expanding neighbour.

### **Services and Facilities**

3.49 Within the village there is the parish church, a primary school and a village hall. Other facilities, elsewhere in Bobbing, include a residential facility for adults with learning disabilities, housed in one of the older, larger houses, whilst next door is a builders merchants. North of the village is a dog kennels, Bobbing Car Breakers and fencing contractor's site.

3.50 Development just outside the southern confines of Bobbing has resulted in a number of facilities not usually associated with a village. There is a 'McDonald's Drive-Through' restaurant, along with 'The Bobbing Apple' - a restaurant and bar, a petrol filling station and cash point and a hotel. There is a convenience store within the garage. The mobile library visits nearby Bobbing Hill fortnightly. There are no health care facilities within the village.

3.51 There is a primary school present, which serves both the village and the surrounding area. The nearest secondary school is on the edge of Sittingbourne, but is not easily accessible by foot or cycle, even though it

is within 1.7 km. There are other secondary schools towards the centre of the town, 4 km away.

- 3.52 In nearby Quinton Road, there is a small newsagent which sells a limited range of groceries. This, together with a filling station and shop at Key Street, are just over 1 km from the village. Additionally, there is a large area of open public space, a children's play area and other recreational facilities at Grove Park in Key Street, although this might be less accessible because of the of the busy road that would need to be crossed. For most major day to day purchases, Sittingbourne town centre is 3.4 km away.

### **Transport**

- 3.53 Two bus services pass through Bobbing. One offers connections into Sittingbourne (inc. the station) from Quay Street, with 13 services each way every weekday with the last service just at 19.19. The service is limited on Saturdays and non-existent on Sundays. The second service is a commuter service offering connections to London. At Key Street, other, more frequent services are available to the Medway towns via Newington and Upchurch, which is generally an hourly service, 6 days a week, with a limited service on a Sunday. Another service from Key Street is the Faversham - Maidstone bus via Sittingbourne. This again is generally an hourly service from Mondays to Saturdays, with no Sunday service. The nearest rail services are in Sittingbourne, 3 km away, to London, including the high-speed service, and to the coast. Additionally, there are regular trains travelling to the Isle of Sheppey. Newington station is also available slightly further afield, but this offers only options for a slower service. Bobbing has almost immediate access onto the primary road network.

### **Employment**

- 3.54 There is no employment in the village above the jobs in the services and facilities present. Residents would need to travel to Sittingbourne or Maidstone or further afield for work.

### **Capacity for Change**

- 3.55 Due to the linear, compact nature of this village any additional development would have an adverse impact on the character of the village and the surrounding countryside. There is currently no built up area boundary and it is not felt necessary to create one. The capacity for change of Bobbing is low. In terms of future housing capacity Bobbing has six outstanding housing planning permissions and 300m<sup>2</sup> of outstanding employment planning permissions.

### **Bobbing: Key Issues**

- Reasonable level of services and facilities for the size of village.
- Proximity to Sittingbourne provides all the necessary services and facilities.
- Limited employment opportunities.
- 3.2% of the working age population in Grove Ward are unemployed.
- The capacity for change of Bobbing is low.

### **Bobbing Hill**

- 3.56 With no historic core, place of worship or other central focus, Bobbing Hill has not generally been recognised as a village as such, but is a settlement in its own right. It grew up, almost as a continuation of Key Street to the east, before successive transport routes separated it from Sittingbourne. Nonetheless its location on an important road junction caused the settlement to radiate in a linear fashion along the line of the A2 and the former Sheppey Way (now Bobbing Hill). On the A2 towards Newington, the southern half of Bobbing Hill generally comprises older housing set close to the back edge of the busy road. On the northern side of the road, detached, older executive style houses, a small block of former council housing, and semi-detached bungalows are all set back from the road on grass banks. A newer cul-de-sac development has consolidated the ribbon development at Hill Farm.
- 3.57 Bobbing Hill itself rises from the roundabout and turns northwards towards Bobbing ending in a cul-de-sac resulting from a newer road from the Isle of Sheppey. Development here is almost entirely on the eastern side of the road and comprises post war ribbon development of semi-detached houses and bungalows. The bungalows nearest the roundabout are set quite steeply up from the road. On the eastern side of the road are a number of detached houses that are set in very large, mature gardens and only partly visible from the road as a result. Here, the street is much more rural in character.

### **Services and Facilities**

- 3.58 Bobbing Hill has no facilities within its confines, with the new A249 dual carriageway and the large roundabout at Key Street creating an obstacle to the western edge of the town by foot. A public house is also present further to the east on the A2, together with a large area of open space with a children's play area and other recreational facilities at Grove Park. A tool hire shop is also located close by. The mobile library visits fortnightly. Within nearby Bobbing there is a village hall, a parish church and a primary school. There is also a McDonald's drive-through restaurant, a pub, petrol filling station, cash point and a hotel close to the

A249. To the south, at Chestnut Street, there is another large pub and restaurant. For most essentials, Sittingbourne town centre is some 3.4 km away.

- 3.59 There is neither a primary nor secondary school in Bobbing Hill, although both are within walking distance. The large road interchange at Key Street may, however, be a barrier to some pupils walking to school. The nearest primary school is at Hilton Drive on the Grove Park estate on the western edge of Sittingbourne to the north-east, or in Bobbing itself, less than a 1 km away. For secondary education, there is a secondary school on the western edge of Sittingbourne. There are then several other secondary schools in the centre of Sittingbourne, 4 km away.

### **Transport**

- 3.60 Although not at Bobbing Hill, there is a bus stop at Key Street to the east that gives access to the services described for Bobbing above. Newington is the closest rail station, 2.7 km away, but a wider range of services are available from Sittingbourne station (see Bapchild and Newington for details). Like Bobbing, the settlement is situated very close to the primary road network, at the Key Street junction with the A249 dual carriageway from Maidstone to The Isle of Sheppey.

### **Employment**

- 3.61 There is no specific employment opportunities outside of those required to maintain the services close by. Residents would need to travel to Sittingbourne, Maidstone or further afield for work.

### **Capacity for Change**

- 3.62 Due to the lack of services and facilities present and the potential adverse effect on the character and surrounding countryside, it is not deemed suitable that this settlement could accommodate new housing development and it is therefore not proposed that a built up area boundary is created for this settlement. The capacity for change of Bobbing Hill is low. In terms of future housing capacity Bobbing Hill has no outstanding housing or employment planning permissions.

### **Bobbing Hill: Key Issues**

- No services or facilities in the settlement itself.
- Few employment opportunities.
- Limited public transport links.
- 3.2% of the working age population in Grove are unemployed.
- The capacity for change of Bobbing Hill is low.

### **Borden**

- 3.63 Borden retains two separate historic cores, at either end of The Street, which, despite intense development pressures from Sittingbourne and the virtually contiguous modern estates and ribbon development which join them, have nevertheless retained their character and identity. Borden can boast incremental development from most ages and styles through almost every post war decade. There are some good examples of individual modern developments.
- 3.64 The village, except in Borden Lane, still largely retains its rural setting from most approaches and its position on top of gently rising land, overlooking it's larger and expanding neighbour, gives the sense of a settlement which could easily be subsumed by the town, particularly in Borden Lane.

### **Services and Facilities**

- 3.65 There is a reasonable selection of facilities within Borden. Facilities are focused at the centre of the village and include a public house, a Parish Church and a modern village hall. A large open space accommodating a children's play area and sports pitch is also present close to the centre of the village. The mobile library visits two stops in the village fortnightly. There are no health care facilities within the village.
- 3.66 The short distance to Sittingbourne town centre, 3.4 km away, provides access to a wide range of services and facilities, although probably beyond walking or cycling distance. Approximately 2 km away is a small local shopping centre (Chaucer Road) with its grocery store, takeaway, car accessories and parts shop, laundrette, hairdressers and newsagents. To the south-east of the village, in the small hamlet of Oad Street, there is a pub and large craft centre with tea room.
- 3.67 The primary school is only a 600 meters from the edge of the village and there is a footpath most of the way. The rural nature of the walk may make some parents drop children off by car and there is a car park which has been provided for parents. For secondary schools, there are several in the centre of Sittingbourne, but the nearest school is Westlands, just over 1 km to the north of the village. This school may be accessible by foot by some children.

## **Transport**

3.68 Due to the proximity of Sittingbourne, many of the transport facilities that exist in the town may be taken advantage of by the residents of the village. The rail station at Sittingbourne is within 3 km which is within a short bus, taxi or car drive. Sittingbourne station provides a good rail service to London and the coast, now including the new High Speed service to St. Pancras. (See Bapchild for details.) Additionally, there are regular trains travelling to the Isle of Sheppey. Two bus services serve Borden, together with a commuter service to London, which is available within a short walk from the village to the north (Homewood Avenue/Auckland Drive). The local services to Sittingbourne and to villages such as Teynham, generally run on a one every 2 hour basis. Similar to other villages in the area, the bus service in Borden does finish at a relatively early hour, with the last bus out at 18.38 p.m. Borden is also situated close to the main road network in the area, with the A2 just 1.4 km away and the A249 1.5 km away.

## **Employment**

3.69 Other than the employment in the services and facilities within Borden there is Greenapple Graphics on Wisers Lane. Most residents leave the village for work wither in Sittingbourne, Maidstone or further afield.

## **Capacity for Change**

3.70 Borden's limited services and facilities and the potential adverse impacts on the character of the village and the surrounding countryside do make Borden suitable for new residential development. The built up area boundary is currently tightly drawn around the village and it is not proposed to extend it due to the open countryside surrounding the village and the desire to keep Borden a separate settlement from Sittingbourne. Borden's capacity for change is low. In terms of future housing capacity Borden has no outstanding housing planning permissions and 1,324m<sup>2</sup> of outstanding employment planning permissions.

### **Borden: Key Issues**

- Limited services and facilities but close to Sittingbourne's services and facilities.
- Limited employment opportunities.
- Reasonable public transport links.
- 2.2% of the working age population of Borden are unemployed.
- Borden's capacity for change is low.

### **Boughton Street**

- 3.71 Boughton-Street is one of the largest villages in Swale. It is set around the old roman road (Watling Street) which runs east-west through the village rising to and through the ever present outer canopy of Blean Woods which looks over the eastern part of the village.
- 3.72 The setting of the village adds to its character. As well as Blean Woods, to the north-east of the village, the lower pastures, stream and remnant orchards which separate the bypass from the village rising up to the roman road also add character, whilst to the north of the village the farmsteads, which are still served from the main street, provide a rural feel only a few metres off the main street.
- 3.73 The oldest part of the village is extensively spread out along the line of the old A2, long since bypassed. It contains a wide variety of historic buildings. This variety of building styles, together with raised grassed banks and properties set back above the level of the road provide a strong character to this linear street.
- 3.74 From the 1950's onwards, the village saw substantial expansion, particularly in the 1970's when suburban style estates expanded the village considerably, particularly in its eastern and southern parts.
- 3.75 A detraction to the character of the village is the traffic on the A2 Boughton bypass which has resulted in ever present vehicle noise, particularly in southern parts of the village. Even within the village itself, local and through traffic detract from the historic character of the street which at times is exacerbated by local parking on the narrow main road.

### **Services and Facilities**

- 3.76 There are a wide range of facilities in this large village, primarily located along the main street. There is a main village shop, a post office, a newsagent, a petrol station and car repair garage, two public houses, a restaurant, a hairdressing salon and an optician.

- 3.77 There are two churches in the village and a village hall. Boughton has two open public spaces on the edge of the village, with one containing a children's playing area. There is a doctor's in the village and a library is located in the village hall but is only open two days a week. On the edge of the village is Roots Kitchens & Bedrooms showroom.
- 3.78 For major day to day purchases, Faversham is the nearest town, some 5.8 km away, although Canterbury, with its wider choice of shops, is available further afield via the A2.
- 3.79 For education, there is a local primary school within the village. It is positioned centrally, but set back from the main road and local congestion occurs at school peak times. Within a housing estate to the south of Boughton there is a nursery facility for pre-school age children. It is necessary to travel outside of the village confines for secondary education, with the nearest schools being in Faversham, between 5 and 6 km away. Alternatively, parents may choose to send their children to a number of schools in Canterbury, with the nearest being approximately 11 km away.
- 3.80 Outside of the village confines, there are a few more facilities for the local residents and tourists alike. Firstly, there are several wooded areas with public footpaths running through them. Secondly, there is an 18 hole 'pay and play' golf course. Finally, to the north of the village is Mount Ephraim with its public gardens, tea rooms and fruit and vegetable stalls. There are a number of bed and breakfasts within, or close by, the village.

## **Transport**

- 3.81 The village is not as well served by public transport as other villages of similar size on or close to the A2. There is no train station within the village confines nor within suitable walking or cycling distance. The nearest station is at Neames Forstal (Selling) which is approximately 3 km south of Boughton. (See Neames Forstal for details.) Although this may be reached by the energetic cyclist, busy rural lanes may be a deterrent. Realistically, drivers are likely to travel to Faversham or Canterbury where a greater range and frequency of services is available. There are, however, bus services serving the village. Five bus services operate, but only one of these is daily with a lesser service on a Saturday, travelling either north to Faversham or south to Canterbury. There are nearly two services an hour during peak times with generally an hourly service during the day. Additionally, residents of Boughton have the opportunity to travel to Whitstable, via Faversham, with 7 return journeys there per day. Other services in the village include a Sunday and bank holiday only service that operates 7 return journeys to either Maidstone or Canterbury, via Sittingbourne. Access to the M2 is within 1 km of Boughton if travelling north to London, or to join the A299 to Whitstable, while the nearest access southbound on the A2 is approximately 2.5 kilometres to the south of the village.

## **Employment**

3.83 The large number of services and facilities within the village provide a reasonable amount of local employment as do the farms outside the village. Commuters could go to Canterbury, Faversham or further afield for other employment.

## **Capacity for Change**

3.84 Despite the presence of a good range of services and facilities there is little room for additional residential development within the built up area boundary and it would not be possible to expand it due to the potential adverse impacts on the surrounding landscape character and the presence of the A2 road which prevents development southwards. Boughton's capacity for change is medium. In terms of future housing capacity Boughton has 24 outstanding housing planning permissions and 200m<sup>2</sup> of outstanding employment planning permissions.

### **Boughton: Key Issues**

- Good range of services and facilities present.
- Limited public transport links.
- Limited employment outside of the service industry.
- 2% of the working age population in the Boughton and Courtenay ward are unemployed.
- Boughton's capacity for change is medium.

## **Bredgar**

3.85 Bredgar probably saw the most development since the 1950's than any other village on the North Downs. With one or two exceptions, this has been by individual plot development, rather than by housing estates, as in the larger villages. It has two cores of historic buildings, one at Silver Street where they have been joined by modern development of suburban character, and The Street, where the historic character of the larger, well spaced, buildings has survived, often set back from the road or hidden behind walls. The central focus of the village is the pond which sits at the junction of the old village street and the more modern linear development of suburban style dwellings along Primrose Lane and Gore Road. There is a small nucleus of older properties at the northern end of Primrose Lane, under the shadow of the motorway.

## **Services and Facilities**

- 3.86 There is a reasonable range of essential facilities within the confines of Bredgar. To the south of the village there is a pub with garden and children's playing area. Nearby, the village shop sells some everyday groceries. Adjacent to the parish church is the village hall and a small, grassed football pitch. There is a larger recreational area in Gore Road which can be used for a variety of sports (primarily cricket). A farm shop is situated in the centre of Bredgar and contains a post office and there is a small garage with manned petrol pumps. There is also a Parish Church. The mobile library visits weekly. There are also allotments within the village. For more major every day purchases, Sittingbourne is the nearest main town, some 5.4 km distant.
- 3.87 Outside of the village there are a number of other facilities, many of which are the result of farm diversification. These include a horse riding centre. There is also a converted barn which houses the headquarters of a building restoration company. Just over 3 km away is the Sittingbourne Research Centre, which is a large complex with its own sports and social facilities available for its employees.
- 3.88 There is a primary school in Bredgar but for secondary schools children must travel to Sittingbourne, between 3 and 3.5 km away.

## **Transport**

- 3.89 There are limited public transport facilities serving Bredgar, with only a single bus service providing transport directly to and from the village. There are 7 return journeys a day travelling to and from Newnham and Conyer near Faversham; importantly stopping in Sittingbourne town centre and at the railway station (5.8 km away). From here there is a substantial rail service with as many as 79 trains bound for London and as many south to Dover and Ramsgate (see Bapchild for details). Additionally, there are regular trains travelling to the Isle of Sheppey (see Iwade for details). The village has reasonable access to the M2 motorway and A249 trunk road 4.8 km away, albeit through a series of narrow country lanes.

## **Employment**

- 3.90 Outside of the employment provided by the services and facilities within the village there is little employment. Residents would need to leave the village for nearly all their employment needs.

## **Capacity for Change**

- 3.91 Although Bredgar contains a good variety of local services and facilities, its rural character and position in the AONB does not lend itself to further residential development unless it was affordable housing. The built up area boundary is tightly drawn around the existing dwellings and there is no space for in-fill and any extension to

the built up area boundary would have an adverse impact on the surrounding countryside and the village's rural setting. Bredgar's capacity for change is low. In terms of future housing capacity Bredgar has no outstanding housing planning permissions and 32m<sup>2</sup> of outstanding employment planning permissions.

#### **Bredgar: Key Issues**

- Good range of services and facilities.
- Poor public transport links.
- Limited employment opportunities.
- Only 0.8% of the working age population in the West Downs ward are unemployed.
- Bredgar's capacity for change is low.

#### **Chestnut Street**

- 3.92 Chestnut Street is situated along the old Sittingbourne to Maidstone road and has expanded westward in a linear fashion from its historic core at its eastern end. At its western extent, development has left the former main road rising and curving upwards along Chestnut Wood Lane. This has taken the form of ribbon development. In recent times, the A249 has been improved and now by-passes the village. This has had quite a dramatic effect on its the character, as the main road that was once heavily congested is now more peaceful.
- 3.93 Construction of the new road has resulted in the constant close presence of a busy dual carriageway as well as the man made fencing and mounding that is all too visible to one side of the street. To the south of the village land rises out of the valley towards Borden, along School Lane and Chestnut Wood Lane, with the small Chestnut wood and sloping pasture below it overlooking the village.
- 3.94 A significant feature in the character of the village is the break in development on the southern side of the Maidstone Road between Hooks Hole and Chestnut Wood Lane. This open pasture forms a significant and important open wedge between the two halves of the settlement and its undulating character adds interest to the otherwise generally suburban character of the western end of the village.

#### **Services and Facilities**

- 3.95 The village is situated within walking distance of the edge of Sittingbourne via the former A249 trunk road. Perhaps as a result of this proximity, the village has very limited facilities. The main facility is the pub and restaurant on the north-eastern edge of the village and a small car

repair workshop. Further afield, 900 metres, and on the edge of Sittingbourne, are a large area of public open space, cricket and sports fields, children's play area and tennis courts. There is also a petrol filling station at 'Key Street' roundabout, some 860 metres away, which has a shop which provides groceries. The mobile library visits fortnightly. There are no health care facilities within the village.

- 3.96 Sittingbourne town centre is some 3.5 km away. There is a village hall and place of worship, 1.3 km away, in the neighbouring village of Borden, although these may not be within a reasonable safe walking distance. However, access is possible via footpaths over the fields. Situated on the opposite side of the A249 is Sittingbourne golf club.
- 3.97 There is no school at Chestnut Street, although there is a primary school between the village and Borden. Although within walking distance of Chestnut Street (770 metres), the rural lane is not especially safe, unless the paths across the fields are used. Secondary schools are also quite close to the village, with the closest being 1.5 km away on the edge of Sittingbourne. There are a number of secondary schools further away in the centre of the town.

### **Transport**

- 3.98 The settlement is not particularly well served by public transport. There is one main bus service (request stop) that operates through the village, 7 days a week (although the service is very limited on Sundays) which generally runs on an hourly basis from early morning to early evening. This service gives residents the opportunity to travel into Sittingbourne, Faversham or Maidstone. Another bus that operates within the settlement is a once daily return journey from Stockbury, (a village to the south) through into the secondary schools in the centre of Sittingbourne. This only runs during school term time. The road through the settlement is a designated cycle route.
- 3.99 Within 800 metres there is a bus stop at Key Street from where a wider variety of services operate, including commuter services to London. The nearest railway station to the village is again in the centre of Sittingbourne (see Bapchild for details), which is approximately 3.5 kilometres away. Access to the primary road network in the area is good with the A249 and A2 1 km away and the M2 motorway a further 3 km along.

### **Employment**

- 3.100 Other than at the pub and car repair garage there are employment opportunities at the industrial units at Hook's Hole Farm and on the farm itself. For other employment opportunities residents must travel to Sittingbourne, Maidstone or further afield.

## Capacity for Change

3.101 There are a limited number of plots within the village suitable for in-fill development but any expansion of the village would affect its linear and rural character. There are also too few services and facilities to support additional residential development. It is for these same reasons that it is not proposed to create a built up area boundary for this settlement. Chestnut Street's capacity for change is medium. In terms of future housing capacity Chestnut Street has no outstanding housing planning permissions and no outstanding employment planning permissions.

### **Chestnut Street: Key Issues**

- Extremely limited services and facilities.
- Limited public transport links.
- Limited employment opportunities.
- 2.2% of the working age population in the Borden ward are unemployed.
- Chestnut Street's capacity for change is medium.

## Conyer

3.102 Conyer is characterised by its exposed location on the Swale and Conyer creek and sits, almost perched, just above the waters and surrounding expanse of grazing marsh. The settlement is dominated by the boats and moorings which border its eastern side and the design of many of the houses reflect this maritime location. The creekside location characterises the village in other ways with the sound of the wind rattling the ropes on the masts of the boats never far away. Other industry has left its mark on the village. The former brickworks to the north of the village; as can be seen by the rows of former workers cottages in parts of the village, and the disused, but now overgrown brickworks itself.

3.103 The residential part of the village consists of 5 distinct areas and ages - the rows of small workers cottages dating from the mid 19<sup>th</sup> century (Eastwood Cottages); the cul-de-sac development of post-war Airey housing, which now dominates views of the village from the south; a close-knit, high density group of brick houses built in the 1970's, which fit well into the village; and, perhaps most notably, the line of 3 storey houses along one side of the road that face the creek and the open marshland beyond. Built in the 1960's to take advantage of these views, these houses, are of a mock Georgian design with distinctive balconies

and white weather-boarding. Lastly, there is the most recent development in the north of the village, again in white weather-boarding, is reflecting the creekside location. The Conyer Brickworks has recently received permission for 24 houses as part of an enabling development to help fund the management of a wildlife and biodiversity site.

### **Services and Facilities**

- 3.104 There are extremely few facilities within the confines of Conyer and the village appears to function as a dormitory settlement. There is one public house which also serves as food. Behind one group of houses there is a small piece of land set aside for allotments. Finally, there is the Conyer cruising club and marina and the boat building and restoration yard. The nearest place of worship is at Teynham church, some 1.2 km away along the country lane between Conyer and Teynham. The facilities in Teynham are just over 2 km away, the nearest being a grocery store, newsagents and hairdressers. The narrow lane is unlikely to be greatly favourable to walkers and cyclists to get to Teynham, although there is a safe route for the energetic walker into Teynham by public footpath, although this is still some 2 km away. For all major day to day purchases, the nearest town is Sittingbourne, some 7.7 km away.
- 3.105 There are no schools within Conyer and Teynham primary school is over 2 km away. There is a daily bus service for the children. Secondary schools are available in Sittingbourne approximately 6.5 km away and in Faversham, some 9 km along the A2.

### **Transport**

- 3.106 Conyer is somewhat isolated from the major transport routes in the Borough. The village lies at the end of a cul-de-sac country lane and has limited public transport available. One service that operates in the village takes the residents into Sittingbourne, via Teynham, with 5 return journeys per day, 6 days a week, with the latest bus at 16.20 p.m. The second service in the village travels from Conyer through to the primary school in Teynham and Lynsted. This is a once daily return journey. The nearest train station to the village is in the northern end of Teynham, over 2 km away. Although this route is not particularly direct, it is not impossible for an energetic cyclist. A slightly shorter route is available on foot over the fields. There is quite a substantial service once arrived at the station (see Teynham for details), with a direct service available to both London and south to Dover and Ramsgate via Faversham. The main road network is some 3.2 km away, although the primary network is some 10.5 km away.

### **Employment**

- 3.107 There is limited employment at the pub and marina and boat yard but most residents leave the village to work in Sittingbourne, Faversham or further afield.

### **Capacity for Change**

- 3.108 Due to the lack of essential services and facilities and the potential adverse effects on the surrounding countryside, much of which is internationally or nationally designated, it is not anticipated that any new development is proposed for Conyer.
- 3.109 The existing built up area boundary fits snugly around the existing dwellings and with no new buildings having been built it is not proposed to alter the built up area boundary. Conyer's capacity for change is low. In terms of future housing capacity Conyer 24 dwellings with outstanding housing planning permissions and no outstanding employment planning permissions.

#### **Conyer: Key Issues**

- Extremely limited services and facilities.
- Limited public transport.
- Limited employment opportunities.
- 1.8% of the working age population in the Teynham and Lynsted ward are unemployed.
- Conyer's capacity for change is low.

### **Danaway**

- 3.110 Danaway is a linear spread of development whose growth was a product of its location on a former trunk road. It is set in the base of a valley, with the oldest houses in Danaway dating from the late 19<sup>th</sup> century and comprising terraces, with long, narrow rear gardens sloping up the valley side. Other development comprise of detached bungalows, from the 1950's and 60's. This later development has spread to the northern side of the road where rear gardens rise up the slope to the line of the new trunk road.
- 3.111 Its former main road location brought commercial uses often side by side with housing. The closure of the filling stations and a transport cafe over ten years ago have created vacant plots in the street scene. In the last few years the old Danaway Contractor's yard has been developed to create 23 new houses on a previously developed plot.

### **Services and Facilities**

- 3.112 There are no facilities within the confines of Danaway, in part due to its small size and the bypass which was completed in the 1990's. The

nearest shop is at Key Street within a garage. For almost all every day purchases, Sittingbourne town centre is some 5 km away. The mobile library visits fortnightly. There are no health care facilities within Danaway.

- 3.113 Further afield, there are several leisure facilities including Sittingbourne golf club which has a large club house and restaurant situated the other side of the A249 via a bridge. The small settlement of Oad Street lies between Danaway and Borden, and may be reached (albeit by the energetic) by foot or cycle via Woodgate Lane uphill to the south east of the village. Here there is a pub, a small garden nursery, a tea room and crafts shop. There is another pub in Chestnut Street, albeit further afield.
- 3.114 There is no primary school present, although there are schools further afield in Borden and Newington. These cannot be reasonably reached by foot or cycle. The nearest secondary school is in the north western edge of Sittingbourne, some 3.5 km away. There are other secondary schools further into centre of the town.

### **Transport**

- 3.115 Danaway is served by a limited (request) bus service (see Chestnut Street for details). A bus stop at Key Street, approximately 2.5 km away, offers a wider choice of services. The nearest railway station is in Newington, 3 km away, via rural roads, offering a good service to both London and Dover/Ramsgate (see Newington for details). Alternatively, the station in Sittingbourne offers a more frequent service, plus services to Sheerness, although it is slightly farther away. The road through the settlement is a designated cycle route. Access to the main road network is good, with both the M2 motorway and A249 from Sheerness to Maidstone just outside the confines of the village.

### **Employment**

- 3.116 There is some local employment present in the builder's merchants but the haulage transport depot is now housing. Residents would need to travel to Sittingbourne, Maidstone or further afield for employment.

### **Capacity for Change**

- 3.117 There is potential for some small scale in-fill development along the East side of the road and between the road and the A249 and the derelict garage site could also be re-developed. These sites could all be re-developed with minimal adverse effects on the surrounding countryside. There is no built up area boundary in Danaway and due to the settlement's small scale it is not proposed to create one. Development can take place on previously developed land within Danaway. Danaway's capacity for change is medium. In terms of future housing capacity Danaway has no outstanding housing planning permissions and no outstanding employment planning permissions.

### **Danaway: Key Issues**

- No services or facilities present.
- Limited public transport.
- Extremely limited employment opportunities.
- 2.2% of the working age population of the Borden ward are unemployed.
- Danaway's capacity for change is medium.

### **Dargate**

3.118 Dargate has a strong rural character with the village itself set at the foot of Blean Woods which overshadows and is ever present at the fringes of the village. Elsewhere around the village, orchards are still present, whilst further to the north the land levels out toward the grazing marshes and water pastures.

3.119 The village itself is both peaceful and strongly rural in character. It winds its way primarily along a single narrow rural road, before dividing at a 'T' junction and continues along both roads to the east and west. The dwellings are loose-knit of varying age and style. This loose-knit character is emphasised by gaps of agricultural land between the buildings, often with orchards appearing in the street scene. Although there are not many mature trees in the village itself, there is an abundance of mature hedgerows around the properties and the orchard trees on the road frontage provide a strong sense of local character.

3.120 Much of the development dates from the second half of the C19<sup>th</sup> century and the post war period of the C20<sup>th</sup>. The exception is the former post office cottages to the north of the main village which dates back to the 1500's. Most are detached or semi-detached, on or close to the road. Towards the eastern fringe of the village, newer development has taken place, the latest construction of three large detached executive houses during the 1980's is built in a cluster, unlike the linear spread of the older development. Divorced from the main cluster of the village, to the south-west, is a 1950's estate of social housing in a cul-de-sac.

### **Services and Facilities**

3.121 The village has few essential facilities, only having a public house with a restaurant. There is also an MOT centre at Lamberhurst Farm. The mobile library does not stop here and there are no health facilities present. There is a sports hall and sports field situated on the northern edge of Hernhill within 1.5 km of the village. Slightly further into Hernhill is a Parish Church and a pub. To the north of the village, along the A299 is a petrol station and Little Chef. There is good public access to the

countryside surrounding the village and Blean Woods; comprising several hundred acres of ancient woodland, is to the south east of the village. The nearest town centre is at Faversham, some 5.5 km away.

- 3.122 There are no schools within the village itself, but within 1.5 km is Hernhill primary school. For some it may be possible to walk to the school across the fields, whilst there is a road between the two villages. The closest town for secondary education is Faversham with the schools located 5 and 6 km away. There also a secondary school in Whitstable approximately 7 km away to the north-east of Dargate.

### **Transport**

- 3.123 The village is fairly isolated with the most accessible train station some 8 km away in Faversham. There are 79 trains a day from Faversham to London in the week, with the last train leaving at 23.52. On a Saturday's there are 69 trains a day to London with the last train leaving Faversham at 23.52. On Sunday's there are 60 trains a day to London, with the last train leaving Faversham at 23.21. These include both the High Speed service to St.Pancras and the regular service to Victoria. There is a single bus service operating via Dargate from Faversham to Whitstable. This runs from Mondays to Saturdays with 18 bus movements that run throughout the day, with the last bus arriving and departing from the village at 18.22pm on a weekday and 14.12pm on a Saturday. Access to the main road network in the area is relatively good, with the A299 Faversham to Whitstable trunk road almost 1.5 kilometres away.

### **Employment**

- 3.124 Employment in Dargate is limited to the pub and MOT centre and in the agricultural sector. Most of the residents leave the village for work.

### **Capacity for Change**

- 3.125 Due to the lack of any of the essential services and facilities within Dargate and the potential adverse effects on the character of the village and the surrounding countryside, it is not suitable for new residential housing. There is currently no built up area boundary but due to the village's strong rural character and the loose-knit appearance of the houses it is not deemed suitable to draw one. Dargate's capacity for change is low. In terms of future housing capacity Dargate has no outstanding housing planning permissions and no outstanding employment planning permissions.

### **Dargate: Key Issues**

- No essential services.
- Limited employment opportunities.
- Limited public transport.
- 2% of the working age population are unemployed in the Boughton and Courtenay ward.
- Dargate's capacity for change is low.

### **Doddington**

3.126 Doddington has spread from its nucleus at the base of Chequers Hill, west and east along the base of a dry chalk valley running from the North Downs. The historic core of the village is set around the timber-framed village pub. Expansion has been incremental with continuous infilling in the village to the present day. Although most development has been by way of infill, some larger scale development took place in the 1950's and 60's, including public housing.

3.127 Along The Street, development has a close-knit character with properties at the back edge of the footpath, occasionally broken by houses set back from the road, the garage and the old school building and its field. At the eastern end of the village, development is more sporadic and only on one side of the road. The valley provides an attractive wooded and parkland backdrop to the village, particularly along its northern edge, it forming part of the Doddington Place Gardens and estate.

### **Services and Facilities**

3.128 There is a good range of services and facilities within the confines of and nearby to Doddington. The majority of the facilities are located around the junction in the centre of the village, with the pub being the focal point here. There is no post office or grocery store, but there is a small butchers and a village hall. There is a GP within the village hall. For most day to day services, Faversham is the nearest town centre, some 7.5 km away. To the west of the village is a large area of open space that accommodates a children's playground and small football pitch. Other facilities include a garage and filling station, a small garden nursery and bed and breakfast establishments both in and around the village. The mobile library visits two stops in the village fortnightly. There is a GP surgery in Doddington. The parish church is located some 200 metres to the north of the eastern edge of the village, on the valley side, with the neighbouring former vicarage converted into an old peoples residential home. Just to the north again from here is Doddington Place Gardens which is open to the public.

- 3.129 There is no longer a primary school in Doddington and secondary education is available in Faversham, some 7km away or in Sittingbourne, some 9 km away

### **Transport**

- 3.130 Public transport is relatively poor. The closest railway station in the Borough is at Teynham, which is some 6.7 km away, through a series of narrow country lanes. From here there is quite a substantial service to both London and the coast (See Teynham for more details). However, there is the option to travel to Lenham a similar distance to the south of the village (outside the Borough), which enables passengers to catch services to London via Maidstone or Ramsgate via Ashford and then either via Folkestone or Canterbury.
- 3.131 There are three bus services that operate through the village, although their frequency is limited. One service travels from Sittingbourne through to nearby Newnham, whilst the second is a return journey from Sittingbourne to Faversham. The service to and from Sittingbourne has 6 return journeys per day, whereas the service to Faversham comprises one return journey from Sittingbourne on school days, with only one other during the day. However, both services stop at the main train stations in these towns. Access onto the main road network in the area is some 5.8 km from the village on the A2, although the primary network is still further - some 10.7 km to the M2 motorway, south of Faversham.

### **Employment**

- 3.132 Other than in the services and facilities within the village, Doddington Place gardens offers part time employment. Residents must commute to other locations for work.

### **Capacity for Change**

- 3.133 Due to the relative lack of services and facilities and the village's position within the AONB and the potential adverse environmental impacts, it is not deemed suitable for additional residential development. The old school site is still empty and un-developed since it's closure so it could be redeveloped to provide housing, employment or a community/tourist facility. The built up area boundary should be altered to include the old school site. Doddington's capacity for change is medium. In terms of future housing capacity Doddington has no outstanding housing planning permissions and 50m<sup>2</sup> of outstanding employment planning permissions.

### **Doddington: Key Issues**

- Limited services and facilities.
- Limited public transport links.
- Limited employment opportunities.
- 9% of the working age population in the East Downs ward are unemployed.
- Doddington's capacity for change is medium.

### **Dunkirk**

3.134 Dunkirk is a settlement based round the junction of the former A2 and Courtney Road and is located some 1.8 km from the centre of its larger neighbour Boughton. It stands at the highest point of Boughton Hill surrounded by cultivated land and Blean Woods. To the south east of the village, between it and Boughton, the land between the old and newer A2 is colonising with young trees and heath land plants making an attractive break between the two villages.

3.135 The oldest part of the village is on the former main road and its oldest buildings include the parish church and school. Most of the development in the village is post war ribbon development on Courtney Road. The village is characterised by three ever present features. Firstly, the traffic on the A2 Boughton bypass, secondly, the imposing radio masts and air beacon which look over the village, a remnant of the importance of the village to air defences in World War II and cold war defences. Lastly, Blean Woods, one of the largest remaining areas of ancient woodland in the UK.

### **Services and Facilities**

3.136 Dunkirk contains very limited facilities other than its church and its new village hall. Towards the bypass there is Maytree Nursery on Courtenay Road and a small farm shop. There is also a car sales showroom. The mobile library visits two stops weekly. There are no health care facilities in the village.

3.137 Other facilities such as a primary school, convenience store and garage are available 1.8 km away in Boughton. Faversham is 7.5 km away for other services. Canterbury is slightly further afield with its greater range of shops and services. Secondary school education is available in both Faversham and Canterbury.

### **Transport**

3.138 There are three bus services which provide services throughout the week giving connections to Faversham, Canterbury and Maidstone. The nearest station is at Neames Forstal (Selling), some 4.6 km away, although a greater frequency of service and destination is available from

Faversham 7.5 km away. Slightly further afield other stations are available at Canterbury. The main road network is close by to the east, however, access is only available here in one direction and a journey back through Boughton is required to pick up the A2, M2 and A299.

### **Employment**

3.139 There are some industrial units at the top of the village along with the nursery which would provide small scale employment, along with some agriculture. For most residents a commute to another town would be required for employment.

### **Capacity for Change**

3.140 There is no capacity for residential development at Dunkirk due to the extremely limited facilities and services provided and the linear form of the settlement and the surrounding countryside would be adversely affected. For these reasons it is not proposed to alter the existing built up area boundary. Dunkirk's capacity for change is low. In terms of future housing capacity Dunkirk has 8 outstanding housing planning permissions and 1,332m<sup>2</sup> of outstanding employment planning permissions.

#### **Dunkirk: Key Issues**

- Extremely limited services and facilities.
- Extremely limited employment opportunities.
- Limited public transport links.
- 2% of the working age population are unemployed in the Boughton and Courtenay ward.
- Dunkirk's capacity for change is low.

### **Eastchurch**

3.141 Eastchurch is perched on a ridge of the Sheppey Hills looking south over the marshes to the Swale. This hill-top position is reflected in the location of the Parish Church and the development pattern of the village has taken advantage of this aspect as it has stretched, linear fashion, down its south facing slopes. The Bunny bank, an area of open pasture and prominent trees, to the south-west of the village, is the most prominent natural feature in the area, emphasising the settlements hill-top appearance when viewed from its bypass.

- 3.142 Until Victorian times Eastchurch would have consisted solely of its Parish Church and one or two other peripheral buildings. The village therefore lacks a strong core of historic buildings, although the location of the Church and Rectory at the cross-roads with Warden Road do provide a village centre, assisted by the memorial opposite. This memorial remembers Eastchurch's association with the embryonic aviation industry and its distinctive design is reflected in its listed status. The centre of the village consolidated in late Victorian and Edwardian times, presumably as a result of its location on an important holiday route. This association with the holiday industry probably led to its inter-war expansion by way of plot land and ribbon development along the High Street, Church Road and Cheyne Road. The desire by successive residents to stamp individual character upon the properties by way of their own improvements has created its own character. As a result it is not always easy to determine the age of some of the properties.
- 3.143 The expansion of the prison, to the south of the village, has brought with it both employment, direct and support to a range of local services, and demands for housing which saw the village expand considerably during the 1970's - 90's. In some ways, this has led to an 'unbalanced' settlement form with very little development having taken place to the north of the High Street with the vast majority taking place in its south-east quadrant. The protection of these northern aspects is probably, in part due to the planning systems attempt to protect the amenities of the Church, but also that much of the land is used as public open space. The bypass, constructed in the late 1980's, took a considerable amount of through traffic out of the village centre although access for the holiday camps situated along Warden Road remains. The bypass, helped to improve the village environment.

### **Services and Facilities**

- 3.144 Eastchurch provides a good range of local services, including two pubs, a church, a post office and a village hall. Eastchurch contains doctors and a dentist. There is a small convenience store selling a good variety of products to meet day to day needs and there is a cash point within the store. There is also a hair salon and a beauty parlour and a garage/filling station. It is particularly well served by open space and playing fields. The mobile library visits two stops in the village weekly. There is a GPs and a dentist's surgery in Eastchurch.
- 3.145 The completion of the bypass would have marginalised many of these facilities, but their survival no doubt owes much to the presence of the large prisons to the south of the village. The village is dependent upon the facilities in the nearest main town, Sheerness, some 11.4 km away.
- 3.146 For education, the village has its own primary school which also provides a nursery. Secondary education is provided at the new Sheppey Academy located in Minster, or in Sittingbourne.

## **Transport**

- 3.147 There is no direct rail service at Eastchurch, with Sheerness some 11.4 km away, offering the nearest service. There is a reasonable service from there to Sittingbourne which then links with services to London, including the high speed service, and to the coast. There are three main daily bus services for the villagers providing 36 services to Sheerness or Leysdown and a service via Sheerness through to Sittingbourne and from there on to Faversham and Canterbury. Finally, there is a service that operates from Sheerness through to the village and onto Warden five times a day. Additionally, there are four services that each run one return journey, on different days of the week, to various town centres - such as Chatham and Maidstone, or to shopping centres such as Bluewater.
- 3.148 The distance to the nearest main road from Eastchurch is 6.3 km to the A249 at Neatscourt, south of Minster.

## **Employment**

- 3.149 The main source of employment in Eastchurch is the Sheppey clusters of prisons. This provides around 1,200 jobs, but it must be noted that often prison staff do not choose to live near to their workplace. The facilities within the village also offer local employment, as do the nearby holiday parks.

## **Capacity for Change**

- 3.150 Eastchurch is a large village with a good range of services and facilities and good local employment provision which could support some further residential development with limited adverse effects on the surrounding countryside. The amount would be limited by highway capacity issues on the Lower Road. The village could accommodate new housing to the south-west of the village up to the by-pass. If this site were allocated for housing in the Core Strategy the built up area boundary could be altered at the next revision of the document. Eastchurch's capacity for change is medium. In terms of future housing capacity Eastchurch has 13 outstanding housing planning permissions and 163m<sup>2</sup> of outstanding employment planning permissions.

### **Eastchurch: Key Issues**

- Good range of services and facilities.
- Adequate local employment provision.
- Limited public transport issues.
- Only 1.4% of the working age population are unemployed in the Sheppey Central ward.
- There are 2200 people employed in Sheppey Central ward.
- Eastchurch's capacity for change is medium.

### **Eastling**

- 3.151 Eastling is situated about 1.2 km to the south of Newnham on higher ground the other side of the valley. Set on a wide, open, ridge of countryside, development has taken place on one side of the main street in the village and this long linear spread characterises the development of the village. The undeveloped nature of the eastern side of the road allows open, distant views across the exposed agricultural landscape, except in the southern part of the village, where views to the cluster of buildings around Divan Court provides a prominent and attractive feature.
- 3.152 By contrast to the linear spread of the remainder of the village, Divan Court to the east is the oldest part of the village, based around the mediaeval parish church and stands separate from the main part of the village, together with the school and village hall. This original village core consists of timber-framed buildings, with later infilling dating from the 18<sup>th</sup> and 19<sup>th</sup> centuries. In the main street there is little in the way of vegetation, in contrast to Newnham Lane, where there is a more leafy appearance.
- 3.153 The north-western end of the village comprises more recent 20<sup>th</sup> century cul-de-sacs. Firstly, there is a set of inter-war bungalows; adjacent is a development of quite high density housing, set back from the road behind a small green.

### **Services and Facilities**

- 3.154 There are a number of facilities in and around the village. These include the pub in the centre of the village, which also offers bed and breakfast and a restaurant, whilst just outside of the built up boundary is the Church and modern village hall. However, there is no post office or small store in the village for everyday needs. The other facilities in the village include a local construction/restoration firm. Other services in the neighbouring village of Newnham may be within walking or cycling distance (1.2 km), although the narrow, steep, wooded, unpaved Newnham Lane may be a deterrent. The mobile library visits Eastling fortnightly. There are no health care facilities located here but there is a

GP at nearby Newnham. For every day services and facilities, Faversham town centre is 7.5 km away.

- 3.155 The primary school is just outside the main confines of the village near Divan Court, but is easily accessible by foot. For secondary education, it is necessary to travel to Faversham some 7 – 8km away.

### **Transport**

- 3.156 The nearest train station is at Faversham, 7.2 km to the north east. From here, there is a frequent service, including High Speed services, to London and south to the coast (see Dargate for details). The bus service is very limited and operates between Faversham, through Eastling and a few kilometres further south to Stalisfield Green. There are only 6 return journeys per day provided by this service from the village to Faversham, whilst one is a school day only service. The main road network is 6.2 km away.

### **Employment**

- 3.157 Outside of the employment provided by the pub, school and construction firm, there are few employment opportunities except in local farms.

### **Capacity for Change**

- 3.158 The lack of facilities and services for day to day needs and healthcare and the potential adverse effects on the surrounding countryside and AONB make this village unsuitable for new residential development. The current built up area boundary is drawn tightly around the existing dwellings, characterising the linear nature of the village and it is not proposed to extend this due to the potential impact on landscape character. Eastling's capacity for change is low. In terms of future housing capacity Eastling has no outstanding housing planning permissions and no outstanding employment planning permissions.

#### **Eastling: Key Issues**

- Few essential services and facilities.
- Limited public transport links.
- Limited employment opportunities.
- 1.9% of the working age population are unemployed in the East Downs ward.
- Eastling's capacity for change is low.

## **Goodnestone**

3.159 Goodnestone is comprised largely of cottages and farm buildings, but the exceptional presence of a tiny Norman Church set in fields to the west with a characteristic Kentish yeoman farmer's house alongside. For the most part the environment has a pleasant cohesive quality, with buildings, built from locally made red and yellow bricks, linked along the country road by hedgerows, trees, walls and fences. The industrial buildings which contain the removal firm and the eco merchant interrupt the visual flow of the frontage although the activities bring diversity into the street scene. The countryside remains a major influence on the character of the place. Unlike its neighbour Graveney, which is strongly influenced by its exposed position, Goodnestone is given a rather softer character by trees and hedgerows in the surrounding landscape. However, the amalgamation of fields to the south west is now creating a new and open landscape. Orchards were a significant feature around Goodnestone, but have declined to be replaced by soft fruit production and arable farming.

### **Services and Facilities**

3.160 The village has little in the way of local facilities, except for a removal firm and an eco merchant located in newer, small industrial units and a local, redundant church on the eastern edge of the settlement. The village pub, primary school and village hall in nearby Graveney are within walking distance. Approximately 1.5 km south of Goodnestone is 'Farming World'; a popular tourist attraction. Faversham town centre is 3.6 km away. The mobile library makes no visit here but stops in nearby Graveney once a week. There are no healthcare facilities in the village.

3.161 Goodnestone itself has no school, but there is Graveney Primary school located within 1.5 km of the village. The nearest secondary schools are within Faversham 3-4 km to the west. Alternative secondary schools are located in Whitstable to the east and Sittingbourne further to the west but both of these would involve further travelling.

### **Transport**

3.162 There is no train station within the village, but Faversham station is approximately 5 km to the west in the centre of the town (see Dargate for details). There is a bus which stops in the village and in Graveney. The two services that operate are from Graveney to Stalisfield Green via Faversham and the Faversham to Tankerton service. Both of these services operate from Monday to Saturday, with the latter service operating a greater number of services. Access to the main road network in the area is very good, with the A299 1 km away.

## **Employment**

3.163 There is a large fruit farm and packing centre within the village which provides employment all year round due to the presence of glass houses. The removal firm and the eco-merchant provide small scale employment opportunities.

## **Capacity for Change**

3.164 Due to the extremely limited services and facilities within the village and the potential adverse impacts on the character of Goodnestone and the surrounding countryside, there is no capacity for new residential development and for the same reasons it is not proposed that a built up area boundary is created for Goodnestone either. Goodnestone's capacity for change is low. In terms of future housing capacity Goodnestone has 1 outstanding housing planning permission and no outstanding employment planning permissions.

### **Goodnestone: Key Issues**

- Extremely limited services and facilities.
- Limited employment opportunities.
- Reasonable bus connections to Faversham and the train station.
- 2% of the working age population are unemployed in the Boughton and Courtenay ward.
- Goodnestone's capacity for change is low.

## **Graveney**

3.165 The flat, expansive nature of the Graveney marshes continues to exert an influence on the character of development at Graveney, despite the land having been converted almost entirely to arable use. The presence of the wide and open spaces of the marshes extending up to the very edge of the church graveyard is a strong reminder of just how remote the place has been. The buildings are more scattered than at its neighbour Goodnestone, and their more ordinary appearance perhaps reflects the harsher environment close to the marshes. This has resulted in less cohesion in the built environment and less consistency in the range of building materials. Nevertheless, the area around the railway bridge is nicely defined and undoubtedly has a clear sense of place. Recent new building has been on a significant scale and has continued this ordinary character.

- 3.166 The village is largely built up on Headhill Road and Seasalter Road and the entire village is characterised by a mix of historic buildings and newer build dating from the 1950's. The part of the village south of the railway track consists of the local pub, whilst opposite is a row of public housing and a C18<sup>th</sup> property which overlooks a 1980's development of semi-detached housing. Behind the pub is the Four Horseshoes Park which gives permanent accommodation for around 40 prefabricated houses or static caravans, set within a well tended park. North of the railway is a group of early 19<sup>th</sup> timber framed and white weather boarded dwellings, whilst along the narrow lane towards the village hall, is a group of bungalows dating from the 1960's. Development then only takes place on the eastern side of the main road in the north of the village with Murton Place the largest development here. This is a late 1980's cul-de-sac estate development of some 20 large individually styled detached houses with a range of brick, painted timber and dark timber fronts. This was a redevelopment of an Airey housing estate, and a number can still be seen. At the northern edge of the village are a few more 1960's bungalows and an 18<sup>th</sup> century cottage.
- 3.167 Separate to the village is Graveney Hill, which comprises of a few 1950's semi-detached houses that overlook the 18<sup>th</sup> century Graveney Court farm and also the 'All Saints' church.

### **Services and Facilities**

- 3.168 The village is served by a very limited number of local facilities. At the southern end of the village there is the local pub which serves food, which borders the Four Horseshoes Park for static caravans/chalet bungalows. The nearest town for essentials is Faversham, some 4.4 km away. A village hall and small sports pitch is located along a lane to the west of the village. To the north of the village there is the All Saints' church<sup>1</sup>. The mobile library visits two places in the village once a week. There are no healthcare facilities in the village.
- 3.169 The village has its own primary school and serves the needs of local children and those from the surrounding areas, such as from nearby Goodnestone. The nearest secondary schools are located within Faversham 3-4 km away. There are alternative secondary schools located in Whitstable and in Sittingbourne, but these would involve a significant amount of further travelling.

### **Transport**

- 3.170 The closest railway station that serves the village of Graveney is located 4.8 km to the west in Faversham where service levels are good (see Dargate for details). For buses, there are two separate services operating for Graveney (see Goodnestone for details). Access to the

---

<sup>1</sup> The place of worship, village hall and sports field were regarded as being within the village due to its character and the relative short distance required to get there.

main road network in the area is also good, with the A299 1.9 km away at the junction at the Duke of Kent and the M2/A2 a little further on.

### **Employment**

3.171 There are very limited employment opportunities in the village outside of the pub, the school and the local farms.

### **Capacity for Change**

3.172 There is very limited capacity to accommodate new residential development due to the lack of facilities to cater for even the day to day essentials and the limited public transport and employment opportunities, along with the potential adverse effects on the character of the village and the surrounding countryside. There is no built up area boundary for Graveney and there are no proposals to create one. Graveney's capacity for change is low. In terms of future housing capacity Graveney has 1 outstanding housing planning permission and no outstanding employment planning permissions.

#### **Graveney: Key Issues**

- Extremely limited services and facilities.
- Limited employment opportunities.
- Reasonable bus connections to Faversham and the train station.
- 2% of the working age population are unemployed in the Boughton and Courtenay ward.
- Graveney's capacity for change is low.

### **Hartlip**

3.173 Hartlip is very rural in its character and comprises one street which is essentially a narrow country lane, with the houses then set back in mature gardens. Over the years there has been infilling along the street both north and south of the original village core. This has also brought a number of once isolated cottages within this expanded village confines. Hartlip is positioned along the ridge of a hill, with the eastern side of 'The Street' at a lower level than the Rainham side. The far smaller Lower Hartlip is then situated at the foot of this hill, along Hollow Lane, a few hundred yards away. The properties are generally detached, built in a low density pattern, with considerable gardens both in front and behind. There is much greenery within the village, with large trees and hedgerows as the predominant boundaries between dwellings. There is also a vast variation of style and age of buildings within the village, but with the older properties are generally in the centre of the village. The

post-war infill that has taken place in the village has largely been in the form of detached housing of many varying styles, although they have all been traditional in their form so as to link in with the existing dwellings.

- 3.174 To the north of the village, off the main street there is a late 1970's housing estate. These large, detached and semi-detached houses are built in the form of two cul-de-sacs, with wide, expansive access roads. In contrast to the main street in the village, this estate is open-planned.
- 3.175 Lower Hartlip is then separated from The Street by a sloping field, and once formed a small rural hamlet. Post war housing has taken place in the form of a relatively high density development with little in common with the style of the older housing. An extension to this development has taken place, in the form of a cul-de-sac of very high density detached and semi-detached properties, with little on view from the road.

### **Services and Facilities**

- 3.176 Despite being located some distance from any major town or village, Hartlip has few facilities. There is a Church, a village hall and a school, but no village shop or post office. The Rose and Crown pub is some 800 metres from the centre of the village. Other facilities around the village include a small children's play area and some allotments. The mobile library visits two stops in the village fortnightly. The nearest settlement for other facilities is Newington, 2.5 km away, with Rainham the nearest town for major day to day purchases, some 3.5 km away. There are no health care facilities in Hartlip.
- 3.177 There is a primary school within Hartlip with a nursery/play group in the village hall. Older children must travel to Rainham for secondary education, 4.5 km away or to Sittingbourne.

### **Transport**

- 3.178 The transport facilities serving within the confines of Hartlip are limited. There is no regular bus service passing through the village, although there is a post bus available twice weekly which travels to Maidstone. The nearest train station is 3 km away in Newington, where there are frequent trains (see Newington for details) to both London and to Ramsgate and Dover. Access to the main road at the A2 is 1.2 km away.

### **Employment**

- 3.179 Employment within the village is confined to within the school, pub and some agriculture. There is a plant nursery, Gardening World, on Lower Hartlip Road which provides limited employment in the craft shop, tea rooms and nursery.

### **Capacity for Change**

- 3.180 Due to the linear shape of the village, the potential adverse effects on the surrounding countryside, no opportunities for expansion or in-filling and a lack of facilities this village is unsuitable for further housing development. It is not deemed suitable to alter the existing built up area

boundary. Hartlip's capacity for change is low. In terms of future housing capacity Hartlip has no outstanding housing planning permissions and 15,725m<sup>2</sup> of outstanding employment planning permissions.

#### **Hartlip: Key Issues**

- Limited employment opportunities.
- Limited public transport.
- Extremely limited services and facilities.
- Only 1.1% of the working age population are unemployed in the Hartlip, Newington and Upchurch Ward.
- Hartlip's capacity for change is low.

#### **Hernhill**

3.181 Hernhill is set within fruit orchards and low rolling hills in the lower slopes of Blean Woods which overlooks the village. It is a compact village set around its green in an almost chocolate box fashion. The church forms one side of the village green, with historic cottages and the timber framed Red Lion pub forming the other side of the green. To the north and east of the pub there is later development including some public housing dating from the 1950's, set in generous length gardens. Swale View, located on the northern part of the village, is set on a bank above the road overlooking the old school which has recently been converted to houses. The southern and western approaches to the village are more sporadic, whilst the northern edge of the village is marked by a large sports ground, a pavilion and the new school building.

#### **Services and Facilities**

3.182 Hernhill has few essential facilities. There is a local pub and church around the main green, whilst at the northern boundary of the settlement, by the new primary school, there is a hall and community centre with a large sports ground on which there is a football and cricket pitch. There is a well defined public footpath network in the locality and the large publicly accessible Blean Woods is close by. There is no village shop, the nearest being at Boughton. However, in the summer months fruit and vegetables are available at Mount Ephraim House and Gardens. There is

also a tea room at the house. There is no secondary school in Hernhill, children must travel to Faversham some 6 km to the west or further afield to Canterbury. The mobile library visits two sites in the village on a weekly basis and one site every fortnight. There are no health care facilities in the village. The nearest town is Faversham 5.5 km away where residents would go to meet their day to day needs.

### **Transport**

3.183 The village is not well served by public transport. The most accessible railway station to the village is in Faversham, over 6 km away. Despite the fact that the station is some distance away, once there, the level of service is very good (see Dargate for details). There is only one bus service that operates in the village, from Faversham to Whitstable, which runs between Monday and Saturday. The levels of daily services are reasonable with 18 bus movements per day, with the last bus leaving the village at 18.17pm (14.07pm on a Saturday). Access to the main road network is 2.5 km at the A299.

### **Employment**

3.184 Employment is restricted to that needed to service the existing facilities, at the school and in the surrounding farms, so residents would need to travel to Faversham or Canterbury for work.

### **Capacity for Change**

3.185 Hernhill has too few services and facilities to support further residential development. The village does not currently have a built up area boundary and due to the compactness of the village and the potential adverse effects on the surrounding countryside and it is therefore not proposed to create one. Hernhill's capacity for change is low. In terms of future housing capacity Hernhill has 4 outstanding housing planning permissions and no outstanding employment planning permissions.

### **Hernhill: Key Issues**

- Limited services and facilities.
- Limited public transport links.
- Limited employment opportunities.
- 2% of the working age population are unemployed in the Boughton and Courtenay ward.
- Hernhill's capacity for change is low.

### **Iwade**

3.186 The original core of Iwade village remains separated from the housing estates and ribbon developments of the 1950's - 1970's, its historic character all but subsumed, first by the former trunk road, until the 1990's, and now by the development of newer housing. The centre of the village is dominated by the large shed-like buildings of the fish shop café. Like its historic core, the stream passing through the village is almost unnoticed as it passes its way unnoticed from east to west.

3.187 Post war development, in the form of linear housing along School Lane, with post war estates between it and the main street has taken place entirely to the west of the old village street, resulting in a compact but asymmetric settlement form, predominantly of suburban character. Development on the eastern side of the main street sought to redress the imbalance, but has continued the suburban theme. The village has continued to expand on its north-western and south-eastern sides. It is now one of the largest villages in Swale.

### **Services and Facilities**

3.188 There is a very good range of facilities in the village of Iwade. These include two convenience stores (one with a cash point), a pub, a village hall, a post office, a pharmacy, a hair and beauty salon, an estate agents, a place of worship, a car repair garage and also a health centre with a doctor's surgery. There is also an Indian takeaway.

3.189 There is a primary school in Iwade, along with two pre-school nurseries. There are no secondary schools in Iwade with children having to travel 5km to the edge of Sittingbourne or further into the centre of the town.

3.190 There is an open sports field with a football pitch and children's play area beyond the western boundary of the village in School Lane, an area of open space south of the Church and children's play areas in Woodpecker Drive and Stangate Drive. The mobile library visits fortnightly. For most major day to day purchases Sittingbourne town centre is some 4.7 km away.

## **Transport**

3.191 Levels of public transport are relatively high in Iwade. Although there is not a rail service passing through the confines of the village, there is a station in Kemsley which is approximately 1.7 km away, which may be within cycling distance for some. This station provides a service to Sittingbourne from Sheerness. For services to London, a change of train is required at Sittingbourne. There are altogether 7 separate bus services, many offering regular services to the Isle of Sheppey, as well as school services. The main road running through Iwade provides easy access to the newer A249 dual carriage way 0.5 km from the village.

## **Employment**

3.192 The many services and facilities in Iwade offer local employment opportunities as does the employment across the A249 at the Kemsley Fields development, but with good access to the A249 many residents commute to Sittingbourne, Maidstone or further a field.

## **Capacity for Change**

3.193 Iwade has seen a large scale expansion of its village since the 1990s but with the high level of services and facilities that it provides it is felt that it could accommodate further residential development to the south west and south east of the village. The built up area boundary would be extended in future revisions of the Core Strategy as planning permissions were granted. An area to the north east of the village has been developed and now sits outside of the existing built up area boundary. It is proposed that this area is now included within the line and therefore the line needs to be altered. Iwade's capacity for change is high. In terms of future housing capacity Iwade has 425 outstanding housing planning permissions and 646m<sup>2</sup> of outstanding employment planning permissions.

### **Iwade: Key Issues**

- High level and range of services and facilities.
- Reasonable public transport levels and good access to the main road network.
- Good employment opportunities within the village.
- 1.1% of the working age population in the Iwade and Lower Halstow ward are unemployed.
- Iwade's capacity for change is high.

### **Lewson Street**

3.194 Lewson Street comprises a single spread of ribbon development, separated from the older areas of development around Norton Court and the parish church. The majority of the properties have been built in the last 50 years.

3.195 The village is set on flat open agricultural land to the south east of Teynham, by contrast land around Norton Court is more vegetated. There are three distinct parts to the village. Firstly, in the eastern side is a mix of larger individual houses, including a number of timber-framed and weather boarded cottages and houses and large, detached houses dating from the 1960's, 70's and 80's. Secondly, 'Worlds End' Lane, is a dead-end, with a mix of styles including timber-framed and coloured weather-boarded housing and brick cottages. This lane retains more of its rural character, with high hedge boundaries, wicker fencing and a variety of trees. At the western end of the village, is the village pub, a large timber framed building which marks the village end. Between here and the eastern end of the village is a run of 1950's-60's bungalows, with open plan gardens, constructed on one side of the narrow lane.

### **Services and Facilities**

3.196 There are few facilities in Lewson Street, except for the public house, the parish church and the large cricket and football pitch with small pavilion and changing rooms. There are other facilities that are potentially within walking distance, situated along the A2. These include a garage and petrol filling station, and a bathroom showroom. There are no health care facilities in the village.

3.197 The nearest primary school to Lewson Street is in the village of Lynsted, which is over 3 km away, along several narrow, winding lanes. The closest secondary schools to the village are in Faversham, approximately 4.5 km away. Alternatively, there are several schools in Sittingbourne, slightly further afield.

3.198 Although facilities are available in Teynham, the nearest town centre is Faversham, some 5 km away.

## **Transport**

3.199 There is no bus route that operates through the small village of Lewson Street, although there are several available from the A2, some 900 metres to the north and in the nearby larger settlement of Teynham. Teynham, however, is 2 km away from the centre of Lewson Street and it may not be possible for many residents to walk to the bus stops there. There is a train station some 2.5 km away in Teynham, to the north of the village that provides a very substantial service to both London and south to Dover and the Thanet Towns (see Teynham for details). The main road at the A2 is 0.9 km away, whilst the primary road network is 9.5 km away to the M2 motorway south of Faversham.

## **Employment**

3.200 Employment opportunities outside of farming are extremely limited in Lewson Street and other than at the pub or in local farms, resident would need to leave the village for work either in Sittingbourne, Faversham or further afield.

## **Capacity for Change**

3.201 With the lack of any essential services or facilities and the potential adverse effects it would have on the rural 'feel' of the village and the surrounding countryside, Lewson Street could not accommodate any new residential development.

3.202 Lewson Street's built up area boundary is tightly drawn around the existing properties and with no new development planned and no obvious in-fill opportunities, it is not proposed to alter it. Lewson Street's capacity for change is low. In terms of future housing capacity Lewson Street has no outstanding housing planning permissions and no outstanding employment planning permissions.

### **Lewson Street: Key Issues**

- Extremely limited services and facilities.
- Limited public transport.
- Extremely limited employment opportunities.
- 1.8% of the working age population in the Teynham and Lynsted ward are unemployed.
- Lewson Street's capacity for change is low.

### **Leysdown**

3.203 Leysdown is essentially a modern settlement, having established, after the Second World War, as a popular destination for day trippers and those spending their holidays in the many chalet parks established around the commercial core of the village. Maps of the area from the 1930's showed little or no development at Leysdown, but the establishment of the railway by a development company, intended to exploit the plot land potential of Leysdown, led to its inter-war and, more significantly, post war expansion. This largely unregulated expansion of plot development has given the settlement part of its present day character, but it is the chalet parks which dominate both the landscape, character and life of the place, with the housing squashed in amongst them. The sea and beach underline this character still further.

3.204 The village is focused around the Spinney at the junction of The Promenade and Leysdown Road. Here the character is dominated, at least in summer, by the bustle and noise of the amusement arcades which are often set within false frontages, almost film set style, with larger warehouse buildings behind. Away from the centre are quieter residential areas which have developed on a plot land basis, many with their own distinct style and character. The eastern part of the village is dominated in a most unfortunate fashion by Sheppey Beach Villas which are in a very poor state indeed. These were originally built as holiday accommodation, but now mainly house permanent residents. The Old bus depot site further adds to the sense of dereliction. In winter the scene in the village is somewhat different, the village taking on a different character.

3.205 The presence of caravan and chalet parks, with their small wooden chalets become almost self contained settlements in their own right in summer. With their own facilities and generous open spaces they give character to the settlement in a very unique way and, in the summer months, represent its life-blood. The condition of many of the parks are looking a little tired in places.

### **Services and Facilities**

3.206 The population of Leysdown is increased several fold between the end of March and the end of October each year. As many as 3,500 holiday

caravans and chalets are situated around Leysdown and Warden Bay in as many as 15 separate parks. As a result, many of the facilities here are only open during this holiday season.

- 3.207 All year around facilities for the residents of Leysdown include pubs, a betting shop, a place of worship, a village hall, a post office and a police office. Additionally, there are several grocery stores, a bakery, off-licences and newsagents, some housed in the same buildings, as well as a number of restaurants, takeaways, a new delicatessen and cafes. Elsewhere, there are a selection of non-essential facilities open all year, such as a property management office, electrical suppliers and a garage. There are a large number of amusement arcades and gift shops in the village aimed at the tourists. Seasonal activities and facilities are also within the caravan parks themselves. There are also several social clubs and night-clubs in the villages, some that are seasonal and some that are open all year although serving various other purposes such as restaurants during this off-season. The mobile library visits Leysdown weekly. There is a GP surgery in the village.
- 3.208 Other than the 'Spinney', there is no large formal open space or play area in the village, particularly for sport, however, there is a country park 1 km to the east and the beach obviously represents a significant leisure resource. For non-residents there are good levels of open space available on the holiday camp sites.
- 3.209 There are no primary or secondary schools in the village. The nearest primary school to Leysdown is in the village of Eastchurch, approximately 5 km away. However, a new primary school is being built at Eastchurch to serve the eastern end of the island which is due to open in September 2011. Minster Academy is the secondary school for the island which is based in Minster. For most facilities residents will be dependent upon the nearest town, 16.1 km away at Sheerness.

## **Transport**

- 3.210 As there is no direct rail service providing for Leysdown, it is necessary to travel to the opposite side of the Isle of Sheppey to Sheerness, approximately 16 km away, to benefit from a reasonable branch line service to Sittingbourne. There are 36 trains a day to Sittingbourne with the last train at 23.53. To reach Sheerness, however, it is necessary to either drive or to use one of the bus services that is available from the village.
- 3.211 There are two main daily bus services. The first provides some 17 return journeys to Sheerness, whilst the second supplies 5 return journeys to Sheerness through to Sittingbourne and from there on to Faversham and Canterbury. Additionally, there are four services that each run one return journey, on one or two days in a week, to various town centres - such as Chatham, or to shopping centres such as Bluewater. Bus services reduce at weekends with 3 services on Saturdays and 1 on Sundays.

## **Employment**

3.212 There are many employment opportunities during the holiday season in all of the holiday parks and shops and services in the village. With the recent extension of the holiday season occupancy to 10 months this may help to retain employment for longer periods through the year. However, in the winter months there is little employment with residents having to leave the village either to the Sheppey Prison Cluster, to Sheerness or off the island altogether.

## **Capacity for Change**

3.213 There is little room for expansion of Leysdown and in-fill development would only be possible if the existing caravan parks and chalets were replaced with new residential development. However, this would have a detrimental effect on the tourist industry which provides employment for the local area. It is not proposed that the built up area boundary is altered. Leysdown's capacity for change is low. In terms of future housing capacity Leysdown has 4 outstanding housing planning permissions and 210m<sup>2</sup> of outstanding employment planning permissions.

### **Leysdown: Key Issues**

- Good range of services and facilities, though some are seasonal.
- Poor road links and public transport options.
- Good levels of employment in the service industry but it is seasonal.
- 3.1% of the working age population are unemployed in the Leysdown and Warden ward.
- Leysdown's capacity for change is low.

## **Lower Halstow**

3.214 Located on the edge of the river Medway, Lower Halstow saw considerable growth in the 1960's, 70's and 80's. The village centres upon its attractive historic core around the church and creek. This spacious well vegetated area is characterised by narrow lanes and large gardens. The remainder of the village, apart from isolated pockets of older development, is a suburban and not always attractive spread of private and public housing. An exception to this is the development of the former brickworks, which has managed to create a unified and attractive built environment.

## **Services and Facilities**

- 3.215 The facilities in the village are limited. There is a pub, a Parish Church, a primary school, a recreation ground, a convenience store, allotments, a yacht club and a village hall. Additionally, there is a small play area in the centre of the village, behind the village hall. There is also a field to the west of the village with a cricket pitch with changing rooms. The mobile library visits weekly. In addition, other land uses around the village include horse riding stables and paddocks.
- 3.216 There is a primary school in the southern end of the village. This is accessible by foot from most in the village. As the village lies approximately halfway between Sittingbourne and Rainham, there are several secondary schools available to locals within 6 km in both towns.
- 3.217 The nearest town for more major every day purchases is Rainham, some 6 km away, although facilities at Newington are closer.

## **Transport**

- 3.218 There is one periodic bus service throughout the day, mostly every two hours to both Sittingbourne and Chatham, although in early morning and evening, this is an hourly one. The last service from the village is at 19.37, although services at the weekend are also available. The closest railway station is Rainham, 6 km away which provides quite a substantial service to both London and southbound to the Thanet towns and Dover.. However, the station is not within walking distance. The bus service, referred to above, does connect with the rail station. Lower Halstow is served mostly by a series of narrow winding lanes, but these can provide a direct route to Sittingbourne and to the Medway towns via the A2 at Newington, 3 km away. Access to the A249 Sheerness to Maidstone trunk road (and subsequently the M2 motorway), may be gained a further 3 km on from here at Sittingbourne, or near Iwade.

## **Employment**

- 3.219 There are extremely limited employments opportunities in this village except in the services and facilities present and in the nearby stable and riding centres. Resident would have to travel to Rainham, Sittingbourne or further afield.

## **Capacity for Change**

- 3.220 Due to the limited range of facilities present in this village and it's position in the landscape and in a strategic gap, it is not felt that it is a suitable location for further residential accommodation.
- 3.221 The built up area boundary is drawn tightly around the existing housing and with no new residential development planned and no obvious in-fill sites, it is not proposed to alter it. Lower Halstow's capacity for change

is low. In terms of future housing capacity Lower Halstow has no outstanding housing planning permissions and no outstanding employment planning permissions.

#### **Lower Halstow: Key Issues**

- Limited services and facilities.
- Limited employment opportunities.
- Limited public transport options.
- 1.1% of the working age population are unemployed in the Iwade and Lower Halstow ward.
- Lower Halstow's capacity for change is low.

#### **Lynsted**

3.222 The village of Lynsted is situated some 2 km south of Teynham and the A2 within undulating countryside and agricultural land. It is sited on the northern edge of the North Downs dip slope within the North Kent agricultural belt. Much of the countryside around the village is characterised by fruit growing, although to the south agriculture is more mixed with arable and grazing. From the northern edge of the village there are extensive views to the north toward the Isle of Sheppey. Elsewhere the village is more enclosed in character. The dry valley which runs north-south along the eastern edge of the village is an attractive local landscape feature. The nucleus of the village is focused on the church, and the cluster of timber framed houses, on rising ground at the junction of The Street with Ludgate Lane. From here the village has spread north along the main road, with a small post war housing scheme now filling the gap between the village core and another group of historic properties which includes the pub and vicarage. Two large houses, Lynsted Court (c1400) and Aymers (C19th) mark the southern end of the village.

3.223 Within the village development achieves, for the most part, a strong sense of enclosure with trees making an important contribution to the street sense, for example around the pond, the vicarage and at the entrance to the village from the north.

3.224 In recent years there has been a new development of large, executive style houses just off Lynsted Lane and a development of affordable homes close to Batteries Close

#### **Services and Facilities**

3.225 Lynsted has a limited number of facilities within its older core including the church and the village pub some 50 metres to the north. Behind the

school is an area of land used as allotments, but apart from a small green, there is no other area of formal open space in the village. There is no shop within the village confines for everyday groceries or newspapers, neither is there a post office or village hall. There are no health care facilities in Lynsted. The mobile library visits two stops in the village fortnightly. Although, the facilities at Teynham are available 2.2 km away, for most major day to day purchases the nearest town is Sittingbourne, some 6 km distant.

- 3.226 There is a pre-school in Lynsted. Lynsted and Norton Primary School, in the north of the village, provides for the children in the village itself and those living in the nearby countryside. This school is within walking distance to most of the village, although the route through the village to the school is in places somewhat dangerous because of road traffic and a lack of pavement. The nearest secondary schools are in Sittingbourne, approximately 5.2 km away. There are also secondary both schools in Faversham, some 8.3 km away.

### **Transport**

- 3.227 Lynsted is not especially well served with public transport. There are a small number of bus services that serve the village throughout the day or with certain restrictions. There is one main service that travels to and from Sittingbourne, visiting other villages in the area which are likewise somewhat isolated. This service generally operates on an hourly basis on weekdays and Saturdays, although they are less frequent during early afternoon. Other services primarily operate on schooldays and during school hours, taking residents of the village to Sittingbourne and Faversham and to the local primary schools in Lynsted itself and also Teynham. The nearest train station is in the village of Teynham and is approximately 2.5 km away. (see Teynham for details). Access to the main road network is at the A2, 2 km away, whilst the primary road network is as much as 9 km away at the A249.

### **Employment**

- 3.228 There are limited employment opportunities within Lynsted other than at the services and facilities present and in surrounding farms. Residents have to leave the village for Faversham, Sittingbourne or further afield.

### **Capacity for Change**

- 3.229 Lynsted's lack of essential services and facilities and potential adverse effect on the surrounding countryside and the character of the village does not make it a suitable location for new residential development.
- 3.230 The existing built up area boundary is drawn tightly around the existing buildings and therefore as no new development is proposed it is not felt necessary to alter it. Lynsted's capacity for change is low. In terms of future housing capacity Lynsted has 1 outstanding housing planning

permission and 923m<sup>2</sup> of outstanding employment planning permissions.

#### **Lynsted: Key Issues**

- Limited services and facilities.
- Limited employment opportunities.
- Limited public transport options.
- 1.8% of the working age population are unemployed in the Teynham and Lynsted ward.
- Lynsted's capacity for change is low.

#### **Milstead**

3.231 Milstead is situated in the heart of the North Downs. With development focused around a cross-roads and the Parish Church, the village is characterised by the timber framed buildings set within mature gardens. Milstead Manor, opposite the church, dominates behind an imposing wall. From its core, the village radiates out along the three roads with a mixture of estate, former council housing, with some ribbon development dating from the latter half of the 20<sup>th</sup> Century infilling gaps between the older properties, a number of which are thatched.

#### **Services and Facilities**

3.232 Despite its size, Milstead has some local facilities. These include the church in the centre of the village, a small community hall, a large cricket pitch, pavilion and open space. Although there is no pub within the village, there is a one to the north in Rawling Street, within 800 metres of the village. 'The Cottage' in the historic core of the village, is a large timber-framed house, and today is a guest house. The mobile library does not stop here.

3.233 There is a small primary school half a km to the south which serves the village and surrounding rural area. There is no secondary school in Milstead so children must travel to Sittingbourne some 4.5 km away. Alternative school provision is available in Maidstone. For almost all major day to day purchases, the village is reliant upon Sittingbourne town centre, some 6.2 km away.

#### **Transport**

3.234 Public transport serving the village is poor. The closest railway station is over 6 km away at Sittingbourne which offers a substantial service to London and South to the coast (see Bapchild for details). However, no regular bus service can be relied upon to reach Sittingbourne, or any

other destination in the area. Nevertheless, there are two very limited bus services that operate in this village and in the surrounding rural areas. One service runs on schooldays only, travelling from the rural villages around Milstead to the secondary schools in Sittingbourne. At the end of school hours, a round service travels to Milstead and back to Sittingbourne. Access to the main road network is some 5.5 km on the A2, with the primary road network at the A249/M2 junction at Stockbury 8km via a series of narrow country lanes.

### **Employment**

3.235 There are limited employment opportunities in Milstead with residents needing to commute to the larger towns for employment opportunities.

### **Capacity for Change**

3.236 Due to the extremely limited facilities and services present in Milstead and the potential adverse effects on the surrounding countryside and the AONB, it is not suitable of supporting further residential development. The village does not currently have a built up area boundary and due to its position at the heart of the north downs and it's lack of services and facilities it is not proposed that one is created. Milstead's capacity for change is low. In terms of future housing capacity Milstead has no outstanding housing planning permissions and 900m<sup>2</sup> of outstanding employment planning permissions.

#### **Milstead: Key Issues**

- Extremely limited services and facilities.
- Limited public transport options.
- Extremely limited employment opportunities.
- 0.8% of the working age population are unemployed in the West Downs ward.
- Milstead's capacity for change is low.

### **Neames Forstal**

3.237 Neames Forstal is a compact village that appears to have developed solely because of its railway station and the local farming industry which no doubt used it. The village is located 6 km south-east of Faversham and is one of three settlements spread along the Selling Road and includes Selling and Hogbens Hill. The village is surrounded by an agricultural landscape predominantly of smaller fields of orchards and arable land.

3.238 The northern edge of the village has been strongly defined by the presence of the railway which being on an embankment cuts the village off from views from the north-east. The main road through the village divides the village with former public housing (Airey houses) with small hedges to their front gardens. The eastern side of the village is dominated by newer properties, particularly the modern private development of The Warren made up of 1980s executive detached properties on very large plots with much hedgerows and other large shrubbery. The more historic elements of the village are situated on the northern outskirts of the village, with mid 19<sup>th</sup> century cottages, a terrace of former farm workers houses and detached houses located at the base of the railway embankment. The redevelopment of surplus railway land in this locality has recently provided further high density housing.

### **Services and Facilities**

3.239 Within the village there is very little in the way of facilities provided. The main facility is the local pub<sup>2</sup> in the centre of the village which also serves food and serves as an Indian takeaway. There is also a small area of open space provided within the former council estate on the western side, although access into the wider countryside is good and there is more formal open space available in Selling just over 1.8 km away. Within walking distance are two local churches and further afield there is a 'pay and play' golf course near Boughton. Also to the south of the village is Perry Wood, a public woodland of some 150 acres with nature trails. The mobile library does not stop here but it stops in two stops weekly in nearby Selling.

3.240 The village itself has no school, but in nearby Selling there is a primary school that serves the local communities and is about 1.8 km away. For most day to day needs, the nearest town centre is Faversham, some 6 km away.

### **Transport**

3.241 The village of Neames Forstal is well served by rail. Selling station is located within the settlement and there is a good level of services provided from this station, with 27 trains a day during the week in either direction to London or south to Dover via Canterbury. The last train to London is 23.46. London bound, faster services on the High Speed route can be obtained at Faversham with also links to the Thanet coast. On a Saturday 19 trains operate each way, with the last train to London leaving at 23.41. On Sunday's 15 trains operate in each direction and the last one to London is 23.10. There is only one bus route that operates within the village, running between Selling and Faversham. Access to the main road network is some 3.2 km away on the A2 via a series of narrow country lanes.

---

<sup>2</sup> As of 19<sup>th</sup> August 2011 the Sondes Arms pub has closed and there is no information from Shepherd Neame as to when it will re-open.

## **Employment**

3.242 The pub and local fruit farms offer employment but most residents leave the village for Faversham, Canterbury or other locations for work.

## **Capacity for Change**

3.243 Due to the lack of facilities and services in Neames Forstal and the potential adverse effects on the surrounding countryside, it is not suitable for further essential development. Further development would also affect the rural character of the village. The only in-fill site is between the pub and the railway line and this is already within the existing built up area boundary. As the existing built up area boundary is drawn tightly around the village it is not proposed to alter this. Neames Forstal's capacity for change is medium. In terms of future housing capacity Neames Forstall has no outstanding housing planning permissions and no outstanding employment planning permissions.

### **Neames Forstal: Key Issues**

- Extremely limited services and facilities.
- Good public transport options with a train station and bus routes.
- Limited employment opportunities.
- 2% of the working age population are unemployed in the Boughton and Courtenay ward.
- Neames Forstal's capacity for change is medium.

## **Newington**

3.244 Newington is one of Swale's larger village's and lacks a strong focus to its centre, eroded by the heavy traffic passing through it. Its historic core is split into 3 parts between the A2, St Mary's Church and Newington Manor in the south of the village. Historically development took place in ribbon form either side of the A2 core and to a lesser extent along the old lanes off the High Street. In the late 1950's/early 60's the village expanded considerably in the south as large Council estates developed the village into open countryside. In contrast, it took until the 1970's for development to infill the isolated pockets of older development north of the railway and even now the village predominates to the south of the railway.

3.245 The result is a settlement which is a rather amorphous mixture of modern development dominating many parts of the village. The old lanes are very narrow and ill suited to large amounts of traffic, as a result the bulk of development has taken place off Playstool Road which has resulted in

a somewhat asymmetric village. Several estate developments off Church Lane have joined up the older cores and have placed strains on this road.

- 3.246 Development of the former nursery and station yard in the 1980's and the redevelopment of parts of the Playstool Road Council estate have completed consolidation within the village. Newington has not enjoyed the higher quality developments which began to emerge in other villages during the 1980's and 1990's, the exception perhaps being St. Mary's View.

### **Services and Facilities**

- 3.247 There is a good range of facilities within Newington due to the location of the village on the busy A2 road that runs from Sittingbourne to the Medway towns. Firstly, in the northernmost part of the village, is the Church, whilst around the A2, there are a number of public houses, a Post Office, newsagents, 'Co-op' convenience store and takeaways. Other outlets include a restaurant, an upholstery shop, an antiques shop, 'brick-a-brak' shops, car sales showroom. The mobile library visits weekly and there is a village hall. There are no health care facilities in Newington.
- 3.248 There is a large area of open space situated in the south western part of the village, with a children's playground and changing rooms, although this is a little peripheral to northern parts of the village. Smaller areas of open space can be found in a number of the housing estates in the village. There are also allotments by the recreation ground.
- 3.249 The village has a pre-school (mornings only) and a primary school on its northern edge. The nearest secondary schools are in Sittingbourne some 3.5 to 5 km away. Schools in Rainham are also an option for secondary schools. For most major day to day purchases, Sittingbourne town centre is 4.5 km away.

### **Transport**

- 3.250 Situated on the A2 and on the London to Dover rail line, Newington is well served by public transport. Some 150 meters from the main street in Newington, the railway station provides a regular service both London bound, including the High Speed route (which requires a change at Rainham), and southerly to the coast. Monday to Friday there are 24 trains operating each way with the last train to London at 23.27. On Saturday's there are 19 services operating each way with the last train to London at 24.08 and on Sunday's there are 17 trains operating each way with the last train to London leaving at 22.50. There are two bus services that pass through the village, which run from the Medway towns through to Sittingbourne. Collectively they provide an hourly service throughout the day in both directions. It does offer services at weekends. Newington is also within easy reach of the A249 and M2, with the former

being 2.5 km away, but it is already centred upon the existing A2 main road.

### **Employment**

3.251 The services and facilities in the village provide a certain level of employment as well as the industrial units at Wormdale Farm. Newington Enterprise Centre provides a variety of employment as does Spade Lane industrial estate on the A2.

### **Capacity for Change**

3.252 Newington does provide a good range of services and facilities which could support a limited amount of new residential development but there are no obvious sites for development either within the existing built up area boundary or on the edge of the village. Newington is also surrounded by a strategic gap. Newington was designated an air quality management area (AQMA) in 2008 due to the high volumes of heavy traffic which pass through the village. Any new development would need to prove that it did not adversely affect the AQMA and this is another reason not to place any new development here.

3.252 The existing built up area boundary is tightly drawn around the village and it is not proposed to alter this as no new development is proposed here. Newington's capacity for change is low. In terms of future housing capacity Newington has 11 outstanding housing planning permissions and 649m<sup>2</sup> of outstanding employment planning permissions.

#### **Newington: Key Issues**

- Good level and range of services and facilities.
- Good mix of employment opportunities.
- Good public transport links and services.
- The AQMA has a negative effect on quality of life and potential new development.
- 1.1% of the working age population are unemployed in the Hartlip, Newington and Upchurch ward.
- Newington's capacity for change is low.

### **Newnham**

3.253 Set some 1.5 kilometres to the east of Doddington, in the same shallow, wooded valley, Newnham is similar in style and character to its neighbour. The village is framed by the rising land on either side of the

street, but particularly in the north where development is framed by the ever present Sharsted Wood. Built in a predominantly linear fashion, the village has spread from its historic core around the church and village pub. There is a wider range of historic buildings radiating out from its centre and include timber framed buildings and Georgian properties. A particular local feature is the terrace of white painted weather-boarding buildings. As with Doddington, infill housing has taken place almost continually until the present day with now a wide variety of housing in continuous development on either side of the village. Entering the village from the Doddington side, there is a distinct difference of style on either side of the street. On the northern side there are several rows of small 19<sup>th</sup> century terraced housing that are set very close to the highway. These terraces, with few exceptions, continue for some distance, as far as the pub, and have a variety of finished frontages, including plain brick, a number of painted, soft-coloured brick and also plastered finish, and with the presence of many flowers in the tiny front yards. On the opposite side of the road are several older more substantial properties, set in large mature gardens, and include Victorian and post war properties.

- 3.254 Most 20<sup>th</sup> century development has focused at the western end of the main street. These houses date from inter war, post war and the 1960's period and include detached and semi-detached bungalows and houses often in open-plan plots. Set down a side lane, slightly detached from the main street, is also a post war public Airey housing. As with Doddington the whole village is characterised by a general perception that it is nestling within a wooded valley with its developmental growth having both been organic and in scale with its natural surroundings.

### **Services and Facilities**

- 3.255 Although closer to Faversham than Doddington, Newnham is still relatively isolated from the town and other larger villages and has fewer facilities than its neighbour further down the valley. Those present include a place of worship, a small village hall and a pub. There is a playing field on the Faversham Road. The mobile library visits the village fortnightly. There are a number of facilities aimed more at tourists. Behind the main street in the village is Syndale Valley Vineyards. Open to the public, the Vineyard also has a restaurant and also provides bed and breakfast. Outside the village is Sandhurst Farm Forge - a traditional blacksmiths that has some items to sell as well as bed and breakfast. Doddington Place Gardens are open to the public within walking distance of the village. Given the short distance between Doddington and Newham, it is quite possible that facilities between the two villages are shared. Although there is a footpath between the two villages, it is likely that most journeys between the two are made by car. It is possible that the village of Eastling, to the south, also uses the services of the settlements and vice-versa.
- 3.256 There is no primary school in Newnham with the nearest being in Eastling. The nearest secondary schools are in Faversham and

Sittingbourne, around 7.5 km away. For every day goods and services, Faversham town centre is 8 km away.

### **Transport**

3.257 Like Doddington, Newnham is not well served by public transport facilities. Although both Faversham and Teynham train stations are similar distances from the village, both being around 7.5 kilometres away, there is a more substantial service to be gained from Faversham (see Dargate for details). There are three bus services operating in the village. The A2 is 5.2 km from the village, whilst the M2 motorway may be accessed south of Faversham, approximately 9 kilometres from Newnham.

### **Employment**

3.258 Conway Construction provides limited employment opportunities as does the pub. However, most residents will need to leave the village for employment and go to Faversham, Sittingbourne or further afield.

### **Capacity for Change**

3.259 Due to the lack of services and facilities within the village and potential adverse effects on the surrounding countryside and the AONB and on the character of the village, it is not proposed that any new residential development is located here.

3.260 Newnham's built up area boundary is tightly drawn around the existing dwellings and as no new development is proposed here and there are no obvious in-fill sites, it is not felt that any alterations need to be made to it. Newnham's capacity for change is low. In terms of future housing capacity Newnham has 1 outstanding housing planning permission and no outstanding employment planning permissions.

#### **Newnham: Key Issues**

- Extremely limited services and facilities.
- Extremely limited employment opportunities.
- Poor public transport options.
- 1.9% of the working age population are unemployed in the East Downs ward.
- Newnham's capacity for change is low.

### **Oare**

3.261 Established at the head of a navigable creek from the Swale, the character of Oare is strongly defined by its association with its natural surroundings. The presence of the village, next to the creek and

associated marshes, perched on its hill top position on the old shoreline, provide a stark, but attractive setting for this compact village. Its nucleus is the junction of The Street and Church Road with historic properties radiating from this centre abutting the edge of the road. The steep inclines and narrow streets are a particular characteristic. Elsewhere, the village's association with the creek means the presence of boats and the ever present sound of the breeze rattling the masts. The village is well defined and generally of quite a high density due to its large number of terraced cottages and former agricultural workers houses. The southern parts of the village adjoin the lower marshy ground at the head of Oare Creek, with the majority of the village perched on the hill side with many properties, particularly along Church Road, having spectacular views overlooking the creek, the nearby gravel workings and windmill, Faversham and the higher ground beyond.

### **Services and Facilities**

- 3.262 Oare has very few facilities, partly because of its closeness to Faversham. Within the village the main facilities are two public houses, both of which serve food at lunch times and one acts as a restaurant in the evenings as well, which are both located on the southern edge of the built up boundary. There is a village hall, a fresh fish stall on Friday and Saturday's, a church and a boat yard and marina. The mobile library visits fortnightly. There are no health care facilities in the village. There is a new supermarket on the junction of the Western Link and Bysing Wood Road which is under 1 km away. On the western edge of the settlement there is a large tract of land set aside for allotments, while to the south on the other side of the housing there is a small recreation ground.
- 3.263 Within walking distance to the north, there is also a large nature reserve, with footpaths leading through the marshland on the edge of the Swale. Apart from these, all the other facilities that people would need are to be found in Faversham, which has a large town centre with a very wide selection of shops, leisure facilities and restaurants. This town centre is within safe walking or cycling distance, although it is some 1.8 km from the village.
- 3.264 The village does not have a school, but Davington Primary school is located 1 km in nearby Faversham. Again, Faversham is the nearest town for secondary educational facilities with the nearest school being 2 km away.

### **Transport**

- 3.265 The village is served by public transport facilities. Although Oare does not have its own train station, there is a station at Faversham 2 km away where there are good levels of train services (see Dargate for details). The level of public transport in terms of buses for the village is also particularly good with 4 separate bus routes operating. One service operates between Faversham, Sittingbourne and Maidstone on Monday to Saturday running 11 services throughout the day with the last bus

being at 17.53pm. An additional service runs between Canterbury, Sittingbourne and Maidstone on a Sunday only and, despite having no peak time services, still operates 13 different buses for the day. Another route operates from Uplees to Faversham, but only runs on a Tuesday and Friday, whilst a route between Faversham and Ashford runs weekdays. Access to the primary road network in the area is reasonable, with the A2 some 2.2 km to the south, whilst the M2 is 4 km away south of Faversham.

## **Employment**

3.266 For a small village there are a number of employment opportunities. There is the cool chain depot, the businesses at the John Hall Close industrial estate and Brett's aggregates. The new supermarket also provides local jobs and a new industrial estate is currently being built at the Foundry site, next to the cool chain depot.

## **Capacity for Change**

3.267 Oare is a small village with limited services and facilities and potential for adverse effects to the surrounding countryside and it is therefore not felt a suitable location to accommodate additional residential dwellings. Any expansion of the village risks its coalescence with the town of Faversham to the east.

3.268 The existing built up area boundary is tightly drawn around the existing dwellings and with no new development having occurred since the last Local Plan review it is not felt necessary to alter this. Oare's capacity for change is low. In terms of future housing capacity Oare has no outstanding housing planning permissions and no outstanding employment planning permissions.

### **Oare: Key Issues**

- Reasonable supply of facilities and services.
- Good employment opportunities.
- Good public transport links with buses to Maidstone, Faversham and Canterbury.
- 1.8% of the working age population are unemployed in the Teynham and Lynsted ward.
- Oare's capacity for change is low.

## **Painters Forstal**

- 3.269 Painters Forstal is perched on higher ground between two dry valleys which run north south from the downs to Faversham and the coast. Unlike most villages, there is little or no historic centre to the village, but the presence of the pub on an island surrounded by roads and the village green opposite provides a focus and establishes a village character nevertheless. Most of the development in the village has taken place in the C20<sup>th</sup> forming detached and semi-detached housing providing a sub-urban feel to parts of the village. The last addition to the village has broken with the pattern of its predecessors with Cades Orchard, a development of substantial detached properties of individual styles, having extended the village to border Lorenden School. In great contrast to their larger neighbours, also here is a group of smaller housing intended to provide homes for local people.
- 3.270 The village gives way quickly to the surrounding rural area and is approached through orchards from the south and west and up a steep rise from Whitehill via Eastling Road to the east. Here the village is more leafy where it borders the grounds of Lorenden, a private school in the north of the village.

## **Services and Facilities**

- 3.271 There are a limited number of facilities in this village. The pub is the focus in the centre of the village and Painter's Forstal has the appearance of a dormitory village. Nearby, is a building that was once the village church, although at present it is in mixed use, acting as a village hall whilst also holding religious services. Opposite the pub is some open space along with a playground with equipment for children. Slightly further afield to the west, is an established camp-site, while on the other side is the 'Lorenden Park Estate', which is a large tract of wooded land, with several public footpaths and trails running through it. Pawley Farm on the edge of the village is also a cider farm, which sells from the premises. The mobile library does not stop here. For day to day goods and services, Faversham town centre is 4 km away.
- 3.272 There is no state primary school at Painters Forstal, with the nearest school being in Ospringe, which is over 2 km away. Alternatively, there are other schools in the villages of Eastling and Sheldwich, which are slightly further away. There is Lorendon School, which is a private preparatory school for children under 11 within Painter's Forstal. There are then both selective and non-selective secondary schools in Faversham, with the nearest non-selective school some 2.5 km away, and the selective school further in to the town. Brogdale Farm is 1.5 km away and provides a butchers, a fruit and vegetable shop, a craft shop, a plant shop, a café and a tourist attraction.

## **Transport**

3.273 There is only one bus service that operates through the village. Running from the rural countryside some distance south of Painters Forstal and through the village into nearby Faversham, there are only 6 return journeys per day. The train station at Faversham is some 3 km away and offers a substantial service to both London and Dover and the Thanet towns (see Dargate for details). The station may be accessible to the energetic walker or cyclists but for most, other forms of transport would be the norm. Access to the major road network in the area is just over 2.5 km away on the A2 south of Faversham.

## **Employment**

3.274 There are employment opportunities at Pawley Farm, Lorenden Primary School, the outlets at Brogdale and in the surrounding fruit farms. Other residents need to leave the village for work and can go to Faversham, Canterbury or further afield.

## **Capacity for Change**

3.275 Due to the limited amount of services and facilities in the village and the potential adverse effects on the rural nature of the village and the surrounding countryside and the AONB, it is not proposed that any new residential development is proposed here.

3.276 The existing built up area boundary is tightly drawn around the existing dwellings and it is not felt necessary to alter this line. Painters Forstal's capacity for change is low. In terms of future housing capacity Painters Forstal has 4 outstanding housing planning permissions and 420m<sup>2</sup> of outstanding employment planning permissions.

### **Painters Forstal: Key Issues**

- Limited facilities and services.
- Extremely limited employment opportunities.
- Limited public transport links.
- 1.9% of the working age population are unemployed in the East Downs ward.
- Painters Forstal's capacity for change is low.

## **Rodmersham Green and Highsted**

3.277 Situated a kilometre to the south of Sittingbourne, the hilltop position and large village green, with its historic buildings spread loosely around two sides, best defines the character of Rodmersham Green. From its position on a ridge of a hill, the more contemporary areas of the village

spread in the form of ribbon development down Stockers Hill to the base of Highsted Valley. Here ribbon development continues for several hundred metres along Highsted Valley, overlooked by small orchards, pastures, paddocks and woodland on the hillside below the centre of the village. To the north and south east of the village, the village is framed by large arable fields, whilst, to the west the orchards and paddocks of the west facing slope of Highsted Valley. Apart from a few timber framed buildings, just off the village green, most of the village dates from the 19<sup>th</sup> and 20<sup>th</sup> Century, the latter comprising ribbon development of large detached housing from the 1950's-70's.

### **Services and Facilities**

- 3.278 Rodmersham Green has a number of facilities focused around its village green. These include the pub, a very small store and newsagents, the primary school and adjacent village hall. To the south of the centre of the village is the village cricket and hockey ground, which also has a pavilion and modern clubhouse. A private squash and fitness club also operates nearby. The mobile library visits weekly. Further afield is the parish church at Rodmersham, whilst to the south west of the village is Cromers Wood Nature Reserve. There are no health care facilities present. For most day to day purchases, Sittingbourne town centre is some 4 km away.
- 3.279 There is a primary school in the older part of Rodmersham Green that caters for the children in the village and the surrounding rural area. There is no secondary school present but the nearest are at the southern end of Sittingbourne, less than 2 km from the village.

### **Transport**

- 3.280 Although Rodmersham Green, along with Highsted, are within walking distance of the outskirts of Sittingbourne, the distance to the town centre is some 4 km. This, together with the narrow nature of the roads make it unlikely that use of bike and foot would be the preferred mode of transport. The nearest station is also in Sittingbourne, 4 km away, and is not easily accessible by foot or bike. However, once there, there is a substantial service to London and south to the coast, with as many as 79 trains per day in both directions (see Bapchild for further details). The bus services that operate in Rodmersham Green are limited. Indeed, although there are in practice 3 separate services that operate in the village, frequency is very limited with one service only available on schooldays only, with the latest service leaving the village at 5.30 p.m. The A2 is 3.1 km away.

### **Employment**

- 3.281 The main source of employment for these villages is the nearby Kent Science Park. Other residents will need to travel to Sittingbourne, Maidstone or further afield.

## Capacity for Change

- 3.282 The limited amount of services and facilities within this area and the potential adverse effects on the surrounding countryside do not lend it to accommodating any new residential development.
- 3.283 The existing built up area boundary around Rodmersham Green is drawn tightly around the existing dwellings and with no new development proposed and no potential in-fill sites, it is not considered necessary or justified to alter this line. Rodmersham itself does not currently have a built up area boundary but it is such a small settlement of just a few dwellings in a linear formation along Church Street it is not felt necessary to define a built up area boundary. Also, the existing properties are not felt to form a settlement, merely a string of rural properties. Rodmersham's capacity for change is low. In terms of future housing capacity Rodmersham has 1 outstanding housing planning permissions and 288m<sup>2</sup> of outstanding employment planning permissions.

### Rodmersham: Key Issues

- Limited services and facilities.
- Limited public transport options.
- Limited employment opportunities.
- 0.8% of the working age population are unemployed in the West Downs ward.
- Rodmersham's capacity for change is low.

## Selling

- 3.284 Selling is 6.2 km south-east of Faversham and is set within a predominantly agricultural landscape of orchards and arable land. The village itself, together with its close neighbour Hogbens Hill, is strung along Selling Road in a linear fashion with the detached properties road side banks and vegetation establishing a strong rural character.
- 3.285 Selling does not have such a large historic core as other villages, nevertheless, the local pub, The White Lion, is an 18<sup>th</sup> century premise that borders a 15<sup>th</sup> century timber framed house, with other 17<sup>th</sup> century timber framed and clad cottages also present. Luton House reinforces the leafiness of the village with its mature park land type grounds which occupy a considerable length of the road frontage on the north side of Selling Road.
- 3.286 The village has been consolidated by infill development ranging from 1950's bungalows through to 1980's two storey houses and bungalows on the western side of the village. A departure from this linear pattern of

development is on the eastern side of the village where there has been the more recent development of Selling Court, consisting of large individually styled executive detached houses estate, built in a large, open cul-de-sac layout. The presence of mature trees in the estate minimises the otherwise suburban nature of this development and maintains the overall aesthetic quality of the area. The eastern end of the village is dominated by the large pack house buildings of Selling Court Farm.

### **Services and Facilities**

- 3.287 Selling has few essential facilities of its own, but is likely to share with its neighbours of Hogbens Hill and Neames Forstal. To the west of the village is the village hall, whilst in its centre is the pub which also contains a restaurant and a seafood bar. There is also a cricket club and children's playground slightly further to the east. There is good public access into the surrounding countryside and also near to the village is Perry Wood, a public woodland of some 150 acres with nature trails. The mobile library visits at two stops on a weekly basis. On the northern outskirts of the village, lies St. Mary's church. The nearest convenience shop is at Boughton, with main day to day facilities being available at Faversham, some 6 km away, or at Canterbury. There are no health care facilities in this village.
- 3.288 To the west of the village is Selling Church of England Primary School that caters for the needs of local children within the village and surrounding villages, such as Hogbens Hill. The nearest secondary school is at Faversham approximately 4.5 km away. Children could also attend secondary schools in Sittingbourne or Canterbury, but these are both over 10 km away.

### **Transport**

- 3.289 Selling (inc. Hogbens Hill) has only one bus route operating - between Faversham and Selling operating on a circular route on Fridays only. There are 2 separate stops within Selling itself although only 1 of them is within the village confines, calling at 10.07am and 12.50pm. The nearest train station to Selling is Selling station, which is located approximately 1.8 km away in Neames Forstal. For some residents it may be possible to get to this station by walking along the country lanes or across the fields, but for the majority of households a journey to the train station will require alternative transport. However, once at the station the levels of service are good. (See Neames Forstal for details.) Greater service provision can be obtained at Faversham 6 km away. An alternative option is to travel some 4.5 km to Chilham to pick up services for Ashford. Access to the primary road network is the A251 some 3 km distant.

## **Employment**

- 3.290 The majority of the local employment provision is within the fruit farms which surround the village. Gaskains at Norham Farm are a large employer, but some of the jobs are seasonal.
- 3.291 Most residents would need to leave the village for work and could travel to London via the train at Neames Forstal, to Faversham or Canterbury or further afield.

## **Capacity for Change**

- 3.292 Due to the lack of services and facilities in the village and the potential adverse effect on the surrounding landscape character and the AONB, it is not proposed to locate any new residential development here.
- 3.293 Selling's existing built up area boundary is tightly drawn around the existing buildings and as no new dwellings are being proposed here and there are no obvious in-fill sites and the quality of the surrounding countryside it is not proposed to alter this line. Selling's capacity for change is low. In terms of future housing capacity Selling has 1 outstanding housing planning permission and 2m<sup>2</sup> of outstanding employment planning permissions.

### **Selling: Key Issues**

- Extremely limited services and facilities.
- Reasonable public transport link with buses and a train station 1.8km away.
- Limited employment opportunities.
- 2% of the working age population are unemployed in the Boughton and Courtenay ward.
- Selling's capacity for change is low.

## **Sheldwich Lees**

- 3.294 The village of Sheldwich Lees is situated just off the A251 leading out of Faversham and is located within the Kent Downs Area of Outstanding Natural Beauty on an open flat ridge.

- 3.295 The character of Sheldwich Lees has been formed by its association with the expansive Lees Court Park Estate. The presence of large houses, estate walls, common land, park trees and woodland have shaped the linear spread of this settlement. The main part of the village is located off the main road with the historic core centred around the southern border of the village in close proximity to the cricket pitch. Parts of the village appear untouched by modern development and its character is reinforced by the cricket pitch which maintains its setting.
- 3.296 The older properties here date from the 16<sup>th</sup> century through until the mid 17<sup>th</sup> century ranging from flint walled cottages to larger detached houses of varied architectural styles. These older properties have mature trees within their grounds and are set off the road, which is more akin to a lane than the main road through the settlement. Also present is some 1990's 'executive' style houses in two cul-de-sacs seeking to emulate architectural styles of earlier periods. Adjacent to this development, to the north, is an estate of detached houses and bungalows dating from the 1960's or 1970's. Northward from this point, the majority of properties are built along one side of the main road and date from the inter-war and post war period. These range in style from bungalows to semi-detached 'Airey' houses.

### **Services and Facilities**

- 3.297 Despite its relative isolation from major settlements and its position on the busy Ashford - Faversham Road, Sheldwich Lees has very few facilities for local residents. Within the village itself there is a village hall and a church and a village green and cricket pitch. The mobile library visits fortnightly. There are no health care facilities in the village. There is also a spa in the village providing beauty treatments and spa facilities. For other daily needs, the nearest town is Faversham some 5.5 km away.
- 3.298 The primary school serves the village and the surrounding rural area. The nearest secondary schools are in Faversham approximately 5 km away. Alternatively, there are secondary schools in Sittingbourne, over 10 km away, or in Canterbury or Ashford.

### **Transport**

- 3.299 Sheldwich has a poor level of public transport facilities. The village is served by a single bus route operating between Faversham and Ashford from Monday to Saturday, providing access on route to the International rail station at Ashford for inter-continental connections. The nearest train station is approximately 6 km away in Neames Forstal, requiring some form of alternative transport to get there. Once at Neames Forstal there is a good service to London and the coast. (See Neames Forstal for details.) Given its position on the main road to Faversham, it may be more likely that trains will be caught at Faversham given the greater frequency of service and more choice of location (see Boughton for details). The village is on the main A251 road with the M2 being 3 km away from the village via the A251.

## **Employment**

3.300 The few facilities and services present within the village offer employment opportunities as do the surrounding farms. However, most residents will need to leave the village for employment opportunities and travel to Faversham, Canterbury or further afield.

## **Capacity for Change**

3.301 Due to the lack of services and facilities, employment opportunities and public transport options and the potential adverse effects on the surrounding countryside and the AONB, it is not deemed suitable for this village to accommodate further residential development.

3.302 The existing built up area boundary is drawn tightly around the existing dwellings and as no new development is proposed and there are no obvious in-fill sites, combined with the rural character of the village and surrounding countryside it is not proposed that this line be altered. Sheldwich Lees' capacity for change is low. In terms of future housing capacity Sheldwich Lees has 1 outstanding housing planning permissions and no outstanding employment planning permissions.

### **Sheldwich Lees: Key Issues**

- Extremely limited services and facilities.
- Poor levels of public transport.
- Extremely limited employment opportunities.
- 2% of the working age population are unemployed in the Boughton and Courtenay ward.
- Sheldwich Lees' capacity for change is low.

## **Staplestreet**

3.303 Staplestreet is a very small settlement which is located 4.5 km to the east of Faversham in undulating land of the lower slopes below Blean Woods. The village is surrounded by orchards, with Blean Wood and Mount Ephraim gardens rising on hills to the east. Within the settlement, there is a diverse set of dwellings within the small confines of the village, which are set along one small rural lane, running from west to east, with the majority of development on the southern side of the road.

3.304 The western side of the village is made up largely of detached and semi-detached houses and cottages dating from the 1800's, with several infill developments from post war times. Most of these dwellings are in large

plots with mature gardens. The focus of the village is the 'T' junction that leads north to Hernhill. Here is a C19<sup>th</sup> pub and a terrace of small houses dating from the same period, whilst down a narrow gravel lane, behind the pub, is another terrace of cottages. Near the centre, there is also some post war development including elderly person's bungalows. Away from the junction, the village becomes more loose-knit with properties becoming larger and more extravagant as one exits the village to the east. These few properties are set in very large plots, with Mount Farm and Mountfield House standing out due to their size and architecture. This area has been built in quite a high density format, although as the village leads out to the east the dwellings become more spread out again. From here outwards, the houses are generally from the mid 19<sup>th</sup> century and older.

### **Services and Facilities**

- 3.305 There are few facilities in this small village, although the facilities at Boughton are close by, or those further afield at Faversham. The main facility here is the village pub. Although there is no open space, the village enjoys good access to the countryside and nearby is Blean Woods which is publicly accessible. Boughton is some 0.5 km away to the south and has many essential facilities for everyday needs, including grocery stores, newsagents, a post office, primary school, village hall and petrol station and garage to name but a few. The mobile library visits weekly and there are no health care facilities in the village. Between the villages there is also a football pitch and changing facilities. Additionally, there is a large church in the village of Hernhill approximately 0.5 km to the north. Although more of a tourist facility, on the eastern side of the village is Mount Ephraim house and gardens with its tea room and fruit and vegetable shop. Approximately 1.5 km south west of Staplestreet is 'Farming World' - a farm that is open to the public. Boughton 'Pay and Play' golf course is also nearby. The nearest town centre is Faversham, some 4.5 km away.
- 3.306 There are no schools at Staplestreet, although there is a primary school in the neighbouring village of Boughton, which may be in walking or cycling distance. The nearest secondary schools are at Faversham around 5 km away.

### **Transport**

- 3.307 Staplestreet itself is not well served with public transport facilities, although there is one bus service that operates in the village, that travels from Faversham through to Whitstable and has 17 services per day. Other services are accessible in Boughton itself. The closest train station to the village is in Selling (Neames Forstal), which is approximately 3 km away. (See Neames Forstal for details.) However, due to the nature of the roads between the village and the station, it is likely to be easier to travel into Faversham train station, which is around 5 km away. Additionally, the service there is far more comprehensive, with over 70

trains per day in either direction. Additional bus services are also available in Boughton, (see Boughton for details) which is only around 400 metres away along the road or closer along a public footpath.

### **Employment**

3.308 The pub and nearby Mount Ephraim offer limited employment opportunities as do the surrounding farms but the majority of residents have to leave the village for employment in Faversham, Canterbury or further afield.

### **Capacity for Change**

3.309 Due to the small size of this village and the extremely limited services and facilities present it is not suitable to accommodate further residential dwellings. Any extra dwellings would have an adverse effect on the surrounding countryside.

3.310 Staplestreet does not currently have a built up area boundary due to its small size and with no new development deemed appropriate for this village and the adverse impact it would have on the surrounding countryside it is not felt appropriate to draw a built up area boundary for this village. Staplestreet's capacity change for change is low. In terms of future housing capacity Staplestreet has no outstanding housing planning permissions and no outstanding employment planning permissions.

#### **Staplestreet: Key Issues**

- Extremely few services and facilities.
- Limited public transport options.
- Extremely limited employment opportunities.
- 2% of the working age population are unemployed in the Boughton and Courtenay ward.
- Staplestreet's capacity change for change is low.

### **Teynham**

3.311 Teynham is one of the largest villages in the Borough. Its historic core has developed along the main Roman Road Watling Street (Greenstreet) and this strong linear form, reinforced in the C19<sup>th</sup> and C20<sup>th</sup> by further development, gives this part of the village its strong character. Lynsted Lane, and its more rural neighbour Cellar Hill, provide further historic interest to the village. The establishment of the railway to the north, established a more contemporary nucleus around the station, and

'stretched' the development of the village between these two transport corridors, particularly in the C20 with the large number of more modern suburban estates which were constructed in the 1950's - 70's. Public housing is strongly evident in the village, with characteristic housing around the Lower Road, most typical of what was being built in many of the Swale villages in the 50's and 60's (and in the main towns). There is also an example of even earlier public housing, possibly as early as the 1920's at Railway Cottages. Recent new developments of flats and apartments have taken place in an old public house on the A2 and on an old motel site, also on the A2.

- 3.312 Between the transport corridors development has generally not provided the village with any strong sense of character, although more recent development has added quality to the village, particularly in Belle Friday Close.
- 3.313 Brick making left its mark on the village, the existence of the brickworks to the north of the village, brought with it demands for housing for its labour. This has left a legacy of long groups of terraced houses and houses built from the local bricks. More subtly, it has also left much evidence of the waste products from the brick manufacturing which was used in local walling and other construction.
- 3.314 The most significant detractor from the historic character of the main street are the large amounts of traffic, including HGV's which travel through the village on the main A2 to the cool chain depot..
- 3.315 The countryside around the settlement is agricultural, but is at its strongest character between Lynsted Lane and Cellar Hill and to the north and east of the main village. Here the strong association with cherries still lives on with remnant old orchards still present close to the village boundary, whilst fruit varieties appear in the names of roads in the village.
- 3.316 Also important is the area of agricultural land and open space almost enclosed by development on all sides to the east of Frogal Lane. This open area is accessible from many parts of the village and provides a good recreational resource for the village.

### **Services and Facilities**

- 3.317 Teynham has a reasonable range of shops for local people and the number of more speciality outlets reflects, no doubt, its position on the main A2. Given the location of the village, many of the local shops are also likely to be used by residents in the nearby countryside. Most of those facilities one might consider as essential to meet everyday needs are present in the main street, or very nearby. There is a choice of two pubs along the A2, with the Dover Castle also serving food. There is a post office and a chemist. To the middle of the main street is a doctor's surgery whilst there is a second, smaller surgery within the centre of the residential part of the village to the north. There are a couple of newsagents and grocery stores within Teynham of varying sizes, the largest being a Co-op that sells a wide variety of produce late into the

evening and on a Sunday. There is a library as well as a pharmacy and a dental surgery and a chiropractor as well as a natural burial shop.

- 3.318 There are other retailers here also, some catering for particular interests such as a model kit shops, pottery and crafts, a fish and reptile shop, an art studio/shop, a gift shop, and a shop selling work wear clothes. Additionally, there are other less essential facilities, such as a Chinese take-away, a Chinese restaurant, a fish and chip restaurant and take away and a restaurant in the Dover Castle pub. There is also a restaurant just outside the main drag of shops serving French food. There is a barber as well as a hairdresser's. There is also a tattoo parlour and a vet's surgery. There is an estate agents and a carpet shop. There is a fresh fish kiosk in the car park of the Swan public house at weekends. There are three churches with St Mary's, Teynham Catholic Church, a Methodist church in Lynsted Lane and Swale Christian Spiritualist who meet at the community hall. The village hall is located near to the school and behind this is a large area of public recreational open space, within which is the village football pitch. There is also a Community Hall where local clubs and societies meet. There is also a Fire Station. On the boundary to the village is a large distribution facility, a retailer of swimming pools and a car wash facility.
- 3.319 Situated by the railway station, away from the A2, is a grocery store/newsagents, a public house and a hairdresser's.
- 3.320 Outside of the village confines, there is a small variety of facilities for the residents of Teynham and the surrounding area. The parish church is located beyond the village to the north. Between the church and the village are the village allotments. For more major every day purchases, Sittingbourne is the nearest main town, some 4.5 km away.
- 3.321 There is Teynham Community Pre-School, situated in the Primary School and the Primary School itself. Teynham has no secondary school but its location on the A2 main road between Sittingbourne and Faversham results in a number of options for secondary education. The nearest school is situated on the south east boundary of Sittingbourne, some 3.5 km away, with two schools further in the centre of the town. Additionally, there is a school in Faversham, approximately 5 km away, with another a little further away, in the north of the town.

## **Transport**

- 3.322 Due to the proximity of Teynham to the main towns in the Borough and the London to Dover rail line, the village is well served with public transport facilities. The railway station in Teynham is situated on the northern boundary of the village and is within walking distance for most people living here. There are 22 services each day travelling to London, with the last train to London departing at 23.58. On Saturday's there are 19 trains operating each way with the last London bound train departing at 23.58 and on Sunday's there are 17 trains operating each day with the last service to London departing at 22.40. Passangers can change on to the High Speed service at Sittingbourne. There are 9 separate bus

services stopping in the village including commuter services to London each weekday. Out of the six local services, three run regularly on a daily basis, giving Teynham access to 12 return journeys to Maidstone, 5 to Sheerness, 20 to Faversham and over 35 return journeys to Sittingbourne each day. Other services include school day only buses, primarily run at early morning and early evening whilst there is also a Wednesday only return journey from Kemsley to Canterbury. Although on the main A2, Teynham, however, is somewhat inaccessible to the primary road network in the area, as it is necessary to travel over 7 km to Faversham to join the M2, or through Sittingbourne to the A249, which can often be a congested route.

### **Employment**

3.323 The services and facilities present in Teynham provide a certain amount of employment and the cool chain depot just to the west of the village is also a source of employment. Residents could also commute to London or Medway by train or to Faversham or Sittingbourne by bus or car.

### **Capacity for Change**

3.324 Teynham contains a large and varied amount of services and facilities and has good public transport links along with good access to the main road network. These would all be capable of supporting a large amount of new residential development. The site between Frogal gardens and the back of the primary school could accommodate some new development but some of the current open space would need to be retained as it is a valuable resource for Teynham. There is also a site which may be suitable for additional residential development between the corner of Station Road and the A2 to the east of the village. The development of both of these sites would require the re-drawing of the built up area boundary and would not have a significant impact on the surrounding landscape quality. The built up area boundary would need to be re-drawn for the next revision of the Core Strategy after planning permission had been granted. Teynham's capacity for change is high. In terms of future housing capacity Teynham has 17 outstanding housing planning permissions and 373m<sup>2</sup> of outstanding employment planning permissions.

### **Teynham: Key Issues**

- Extremely good range of services and facilities.
- Good public transport links with both buses and trains.
- Good employment opportunities.
- 1.8% of the working age population are unemployed in the Teynham and Lynsted ward.
- Teynham's capacity for change is high.

### **Throwley Forstal**

3.325 Throwley Forstal is a very small village situated in the heart of the North Downs near the southern border of the borough. The village is set on a low ridge surrounded by a patchwork of open fields, wooded copses and high hedgerows. The village is reached by a network of narrow winding lanes and there is a sense of coming across the village by accident. The buildings in the village itself are set around four sides of the village green which provides the heart of the village. Unlike other villages, Throwley Forstal has not spread from its original centre and apart from limited expansion and infill, the village has largely remained unchanged in built form, although buildings in the south and east of the village are generally older. Properties present include the timber framed former pub, a row of 19<sup>th</sup> century terraced houses and detached properties dating from the same period, generally built of brick, some with weather-boarding. Farmsteads are particularly noticeable in and around the village and the link with agriculture is very evident.

### **Services and Facilities**

3.326 There are extremely few facilities within this village, with little present in villages further afield either. This relative sense of isolation is reinforced by the winding nature of the lanes in the area. The only facility is the open space provided by the village green. Even the parish church is over 1.5 km to the north of the village. The mobile library visits fortnightly but there are no health care facilities in the village. The village is remote from the nearest town centre for day to day services, with Faversham some 9.5 km away. Ashford may also be a destination for a greater range of shops, but is further afield.

3.327 There is no primary school in the village, with the nearest one at Sheldwich Lees, just under 4 km away. The nearest secondary schools are at Faversham, around 9 km away.

## **Transport**

3.328 There is no bus service providing for the village. The nearest bus stop is in the neighbouring village of Badlesmere, which is approximately 2.5 km away, along a series of narrow country lanes. The closest railway station is also in Faversham, and is some 9 km away (see Dargate for details). Access to the nearest main road is 2.5 km on the A251, whilst the major road network in the area is near Faversham, with the junction onto the M2 just under 7.5 km away.

## **Employment**

3.329 Employment opportunities in Throwley Forstal are extremely limited and the majority are in the agricultural sector. Residents would need to commute to Faversham, Ashford or further afield for employment opportunities.

## **Capacity for Change**

3.330 Due to the total absence of any of the essential services and facilities in Throwley Forstal and the potential adverse effects on the surrounding countryside and the AONB, it is not suitable for any new residential development. It's remoteness from nearby villages with a good range of services and facilities also emphasises it's inability to support new development.

3.331 There is currently no built up area boundary for Throwley Forstal and due to it's lack of size and no new development being proposed there it is not deemed necessary to draw a new one. Throwley Forstal's capacity for change is low. In terms of future housing capacity Throwley Forstal has no outstanding housing planning permissions and no outstanding employment planning permissions.

### **Throwley Forstal: Key Issues**

- Virtually no services and facilities.
- Limited public transport links.
- Virtually no employment opportunities.
- 1.9% of the working age population are unemployed in the East Downs ward.
- Throwley Forstal's capacity for change is low.

## **Tunstall**

3.332 Tunstall is perhaps the closest village to Sittingbourne, with only 50 metres separating the northern edge of the village from its larger

neighbour. Despite this, Tunstall has altered little over the years and strongly retains its rural and small scale character. Its form is characterised by a loose-knit collection of historic buildings with flint and clay tile a particular local feature. This loose-knit appearance is provided by the gaps and spaces between the buildings and the mature grounds within which a number sit. Mature trees close to the roadside, particularly by the church, frame the narrow winding lane in a green canopy.

- 3.333 The village could be said to be in two halves, with the southern half having been consolidated by a development of a variety of style and age and at a higher density.
- 3.334 Set on a slight rise, the character of the village is accentuated by the contrast between the mature trees around the village and the open fields to the east and north. The western approaches to the village still contain larger areas of traditional orchard however, well contained by field boundaries.
- 3.335 The once rural village of Tunstall has become continually closer to the town of Sittingbourne over the past century as the urban area has grown rapidly. Hales House, an outpost of Tunstall, still manages to retain its character as part of the village rather than its larger neighbour.

### **Services and Facilities**

- 3.336 There are very few facilities within the confines of the village for the residents, perhaps a reflection of its immediate proximity to Sittingbourne. Those that are present here include the church, hall and a playing field located behind the eastern part of the village. There are no health facilities here and the mobile library does not visit. There is a primary school in Tunstall but for secondary schools children must travel to Sittingbourne, some 1.5 km away.
- 3.337 Due to Tunstall's proximity to Sittingbourne, there are facilities that may be within walking distance in the town. These include large parks and sports fields, and also several tennis courts. There is a small shopping parade just within 1.5 km at Northwood Drive with newsagents, a take-away and a convenience store. Slightly further afield, at Chaucer Road, there are other local facilities, including a laundrette, a hairdressers and a take-away. The facilities in Sittingbourne town centre are only 3 km away.

### **Transport**

- 3.338 Public transport facilities are limited. There are bus services which can be requested at the southern edge of the village which operate hourly in the morning, and two hourly in the afternoon. The route runs from Bredgar through to Newnham and Conyer and provides a connection into the town and rail station. The more energetic can walk into town, other bus stops are available at the edge of the town. Sittingbourne railway station is 2.5 km away (see Bapchild for details), although a shorter route is available for walkers and cyclists. The A2 is 3.0 km away.

## **Employment**

3.339 There are very limited employment opportunities in Tunstall but as it is only 2.5km from the centre of Sittingbourne and the train station residents have good access to a variety of job opportunities.

## **Capacity for Change**

3.340 Due to the lack of services and facilities in the village, the potential adverse effects on the surrounding countryside and its proximity to Sittingbourne it is not deemed suitable for further residential development. New development to the north of the village would create coalescence with Sittingbourne and the village would lose its rural feel. For the same reasons it is not proposed to create a built up area boundary for Tunstall. Tunstall's capacity for change is low. In terms of future housing capacity Tunstall has 1 outstanding housing planning permission and 3,574m<sup>2</sup> of outstanding employment planning permissions.

### **Tunstall: Key Issues**

- Limited services and facilities.
- Reasonable public transport links.
- Limited employment opportunities in the village, but close to Sittingbourne.
- 1.1% of the working age population are unemployed in the Woodstock ward.
- Tunstall's capacity for change is low.

## **Upchurch**

3.341 Upchurch is a large village which has grown by the consolidation of various strands of ribbon development over a number of decades. Much of this has taken the form of small suburban-style estates particularly in the post war period to the late 1980's. The village is virtually in two halves separated by the Recreation ground. The northern half retains an identifiable village core with old nineteenth century cottages, shops and a village hall grouped around the church, with a second recreation ground adding a village green element. The southern half lacks the village feel of the northern half and has not been served well by the estates constructed during the sixties and seventies. The countryside surrounding Upchurch has been gradually taken over by horticulture.

## **Services and Facilities**

- 3.342 There is a reasonable range of facilities in Upchurch. Many of the essential day to day purchases can be made from the convenience store which contains a cash point, located situated around the village square. There is also a horse supplies shop and a newsagent, a post office, a greengrocer and florist and a pub. Additionally, there is a village hall, church, football field and changing rooms, a large area of allotments and a second area of open space with a children's play area in one corner. The mobile library stops in three places in the village weekly.
- 3.343 There is a primary school in the centre of the village and a pre-school in the village hall in the mornings. Within 5 km are a selection of secondary schools in Rainham. Further afield, students can attend schools or colleges in Sittingbourne or elsewhere in the Medway towns.
- 3.344 Outside of the built confines of Upchurch, but close by, are a range of other facilities. These include an 18 hole golf course with a substantial clubhouse, a cricket pitch and pavilion and a farm with nature trails and substantial farm shop and other retail outlets. For more major every day purchases, Rainham is the nearest main town, some 3.5 km away.

## **Transport**

- 3.345 There is a bus service throughout the day (See Lower Halstow). The closest station is Rainham which provides good levels of services to London and to the coast. The station is not within walking or reasonable cycling distance, but is served by the bus. Upchurch is reached by a series of narrow lanes which link in the south to the A2, 2.3 km away, between Sittingbourne and the Medway Towns, 3.0 km away, and the A249, some 7.3 km away near Iwade.

## **Employment**

- 3.346 The few services and facilities in Upchurch offer small amounts of employment as does the employment at Spade Lane on the A2, some 1.5 km away. Residents would otherwise need to commute to Sittingbourne, the Medway towns or further afield.

## **Capacity for Change**

- 3.347 Upchurch does have a reasonable range of services and facilities for a village of its size but it is not deemed enough to support substantial further residential development.
- 3.348 The existing built up area boundary for Upchurch is split in two by the recreation ground which is excluded from it. This gap forms part of the strategic gap between Medway and Sittingbourne and along with landscape concerns, it is therefore not proposed to alter the built up area boundary. Upchurch's capacity for change is low. In terms of future housing capacity Upchurch has 2 outstanding housing planning

permissions and 540m<sup>2</sup> of outstanding employment planning permissions.

#### **Upchurch: Key Issues**

- Reasonable range of services and facilities.
- Reasonable level of employment opportunities.
- Reasonable public transport options.
- 1.1% of the working age population are unemployed in the Hartlip, Newington and Upchurch ward.
- Upchurch's capacity for change is low.

#### **Warden Bay**

3.349 Warden Bay is situated at the north-eastern tip of the Isle of Sheppey, to the north of Leysdown. Perched at the edge of crumbling cliffs on the one side, and open fields on the other, the settlement appears on stepped terraces following the rise of Thorn Hill. Its character is mixed with some inter-war plot development, much single storey in nature, but consolidated in the post war period by individual large detached modern dwellings and estate style development from the 1970's to the present day. In common with much development on Sheppey, property owners have sought to stamp their own character upon their homes, making many of the plot developments of indeterminate age. Unmade roads also lend their own character to the area.

3.350 Despite the individuality of many of the properties, the settlement can be said to comprise two distinct halves to its character. Imperial Drive perhaps represents the dividing line with both sides southwards tending to be developed by estate type development, whilst to the north, development remains piecemeal on a plot on plots basis.

#### **Services and Facilities**

3.351 Warden's facilities are concentrated in a parade along Warden Bay Road and include a convenience store, public house, DIY store, takeaway and newsagents. The mobile library visits weekly. A village hall is also close by. There is no formal open space or play area in the village, excepting that the beach obviously represents a significant leisure resource. There is a GPs clinic in Warden Bay. Other facilities are available at Leysdown, but these may not be in walking distance for many. For most facilities residents will be dependent upon the nearest town, some 16 km away at Sheerness.

3.352 As with Leysdown, there are neither primary nor secondary education facilities present in Warden Bay. However, a new primary school is being built in Warden Bay at the junction of Leysdown Road and Warden Bay Road, which is due to open in September 2011. The nearest secondary school is the Sheppey Academy in Minster some 8.5 km away.

### **Transport**

3.353 Again, as with Leysdown, there is no rail link (see Leysdown for details). Bus service provision is the same as for Leysdown.

### **Employment**

3.354 Employments opportunities in Warden Bay increase during the summer months with jobs in the tourist sector in Warden Bay and Leysdown. However, out of season jobs become more scarce but the prison cluster at Eastchurch provides 1,200 jobs.

### **Capacity for Change**

3.355 Warden Bay has limited services and facilities, poor road and public transport access and the potential for adverse effects on the surrounding countryside and therefore it is not suitable for new residential development to be situated here.

3.356 Warden Bay's existing built up area boundary is drawn tightly around the existing dwellings and with no new development planned and with no undeveloped plots within the line it is not proposed that the current line needs alteration. Warden Bay's capacity for change is low. In terms of future housing capacity Warden Bay has no outstanding housing planning permissions and no outstanding employment planning permissions.

#### **Warden Bay: Key Issues**

- Limited services and facilities.
- Poor road and public transport options.
- Reasonable employment opportunities in the service industry, but much is seasonal.
- 3.1% of the working age population are unemployed in the Leysdown and Warden ward.
- Warden Bay's capacity for change is low.



Settlement	Bus	Train	Primary School	Medical facilities (GP/Dentist)	Post Office	Bank/Building Society	Convenience Store	Petrol Filling Station	Cash Point	Pub/Café/Takeaway/Restaurant - Nos	Community/Village Hall	Library (permanent or Mobile (Weekly or Fortnightly))	Recreation Ground/Open Space and/or Play Area	Capacity for Change – Low, Medium or High
Badlesmere	Y	N	N	N	N	N	N	N	N	Y - 1	Y	Mobile - F	Y	Low
Bapchild	Y	N	Y	N	N	N	Y <sup>3</sup>	Y	Y <sup>4</sup>	Y - 1	Y	Mobile - W	Y	High
Bay View	Y	N	Y <sup>5</sup>	Y	N	N	N	N	N	Y - 1	N	Mobile - W	N	Low
Bobbing	Y	N	Y	N	N	N	Y <sup>6</sup>	Y <sup>7</sup>	Y <sup>8</sup>	Y - 2	Y	Mobile - F	Y <sup>9</sup>	Low
Bobbing Hill	Y	N	Y <sup>10</sup>	N	N	N	N	N	N	N	N	Mobile - F	N	Low
Borden	Y	N	Y	N	N	N	N	N	N	Y - 1	Y	Mobile - F	Y	Low
Boughton	Y	N	Y	Y	Y	N	Y	Y	N	Y - 3	Y	Permanent	Y	Medium
Bredgar	Y	N	Y	N	Y <sup>11</sup>	N	Y	Y	N	Y - 1	Y	Mobile - W	Y	Low
Chestnut Street	Y	N	Y <sup>12</sup>	N	N	N	N	N	N	Y - 1	Y	Mobile - F	Y <sup>13</sup>	Medium
Conyer	Y	N	N	N	N	N	N	N	N	Y - 1	N	No	N	Low
Danaway	Y	N	N	N	N	N	N	N	N	N	N	Mobile - F	N	Medium
Dargate	Y	N	N	N	N	N	N	N	N	Y - 1	N	No	N	Low
Doddington	Y	N	N	Y	N	N	Y <sup>14</sup>	Y	N	Y - 1	N	Mobile - F	Y	Medium
Dunkirk	Y	N	Y <sup>15</sup>	N	N	N	N	N	N	Y - 1	Y	Mobile - W	N	Low
Eastchurch	Y	N	Y	Y	Y	N	Y	Y	Y	Y - 2	Y	Mobile - W	N	Medium
Eastling	Y	N	Y	N	N	N	N	N	N	Y - 1	Y	Mobile - F	N	Low
Goodnestone	Y	N	N	N	N	N	N	N	N	N	N	No	N	Low
Graveney	Y	N	Y	N	N	N	N	N	N	Y - 1	Y	Mobile - W	Y	Low
Hartlip	Y	N	Y	N	N	N	N	N	N	Y - 1	Y	Mobile - F	Y	Low
Hernhill	Y	N	Y	N	N	N	N	N	N	Y - 1	Y	Mobile - W	Y	Low
Iwade	Y	N	Y	Y	Y	N	Y	N	Y	Y - 2	Y	Mobile - F	Y	High
Leysdown	Y	N	Y <sup>16</sup>	Y	Y	N	Y	N	Y	Y - Over 10	Y	Mobile - W	Y	Low
Lewson Street	Y	N	N	N	N	N	N	N	N	Y - 1	N	No	Y	Low
Lower Halstow	Y	N	Y	N	N	N	Y	N	Y	Y - 1	Y	Mobile - W	Y	Low
Lynsted	Y	N	Y	N	N	N	N	N	N	Y - 1	N	Mobile - F	Y	Low
Milstead	Y	N	Y	N	N	N	N	N	N	Y - 1 <sup>17</sup>	Y	No	Y	Low
Neames Forstal	Y	Y <sup>18</sup>	N	N	N	N	N	N	N	Y - 1 <sup>19</sup>	N	No	Y	Medium
Newington	Y	Y	Y	N	N	Y	Y	Y	N	Y - Over 10	Y	Mobile - W	Y	Low

<sup>3</sup> In petrol filling station

<sup>4</sup> In petrol filling station

<sup>5</sup> To open in September 2011

<sup>6</sup> In petrol filling station just outside of settlement

<sup>7</sup> On outskirts of settlement

<sup>8</sup> In petrol filling station just outside of settlement

<sup>9</sup> At Key Street (Just outside of Settlement).

<sup>10</sup> In Bobbing

<sup>11</sup> In the farm shop

<sup>12</sup> At Borden 770metres away

<sup>13</sup> 860 metres out of the settlement

<sup>14</sup> A butchers

<sup>15</sup> In Boughton 2.1 km away

<sup>16</sup> To open in September 2011

<sup>17</sup> 800 metres out of village

<sup>18</sup> Selling station is in Neames Forstal

<sup>19</sup> As of 19/08/11 the Sondes Arms has closed down

Settlement	Bus	Train	Primary School	Medical facilities (GP/Dentist)	Post Office	Bank/Building Society	Convenience Store	Petrol Filling Station	Cash Point	Pub/Café/Takeaway/Restaurant - Nos	Community/Village Hall	Library (permanent or Mobile (Weekly or Fortnightly))	Recreation Ground/Open Space and/or Play Area	Capacity for Change – Low, Medium or High
Newnham	Y	N	N	N	N	N	N	N	N	Y – 1	Y	Mobile – F	Y	Low
Oare	Y	N	N	N	Y <sup>20</sup>	N	Y <sup>21</sup>	N	N	Y – 2	Y	Mobile – F	Y	Low
Painters Forstal	Y	N	Y <sup>22</sup>	N	N	N	Y <sup>23</sup>	N	N	Y - 1	Y	No	Y	Low
Rodmersham Green/Highsted	Y	N	Y	N	N	N	Y	N	N	Y – 1	Y	Mobile – W	Y	Low
Selling	Y	N	Y	N	N	N	N	N	N	Y – 1	Y	Mobile – W	Y	Low
Sheldwich Lees	Y	N	Y	N	N	N	N	N	N	N	Y	Mobile – F	Y	Low
Staplestreet	Y	N	N	N	N	N	N	N	N	Y – 1	N	Mobile - W	N	Low
Teynham	Y	Y	Y	Y	Y	N	Y	N	Y	Y – 6	Y	Permanent	Y	High
Throwley Forstal	Y	N	N	N	N	N	N	N	N	N	N	Mobile - F	Y	Low
Tunstall	Y	N	Y	N	N	N	N	N	N	N	Y	No	Y	Low
Upchurch	Y	N	Y	N	Y	N	Y	N	Y	Y – 1	Y	Mobile - W	Y	Low
Warden Bay		N	Y <sup>24</sup>	N	N	N	Y	N	N	Y - 1	Y	Mobile - W	Y <sup>25</sup>	Low

**Table 4: Settlement Services and Facilities Matrix**

<sup>20</sup> In Three Mariners pub once a week

<sup>21</sup> Fish stall open Sat/Sun

<sup>22</sup> Private school

<sup>23</sup> Shops at Brogdale Farm, outside of village

<sup>24</sup> Due to open in September 2011

<sup>25</sup> Open space on the beach

## **Conclusion**

3.357 The study identified two settlements whose built up area boundary's need to be updated, as a result of changes in circumstances. These are: Doddington and Iwade. It is proposed to alter:

- Doddington's built up area boundary. Doddington's primary school closed in December 2006 and is adjacent to the edge of the existing built up area boundary. The site has since remained vacant. It is proposed that the built up area boundary be extended to include this site to allow for it's redevelopment for residential, employment or a community/tourist use.
- Iwade's built up area boundary. Iwade has seen a large scale expansion of its village since the 1990s and the latest area of development to the north east of the village has taken it beyond the existing built up area boundary as designated in the Swale Borough Local Plan 2008. It is proposed that a new built up area boundary is drawn to accommodate these new dwellings to the north east of the village and the existing built up area boundary but to exclude the orchard and area of open space.

The proposed Settlement Hierarchy is as follows:

**Main Borough Centre:** Sittingbourne

**Other Borough Centres:** Faversham, Sheerness, Leysdown, Minster, Queenborough

**Local Service Centres:** Boughton, Eastchurch, Iwade, Newington, Teynham

**Villages:** Bapchild, Bay View, Borden, Bredgar, Conyer, Doddington, Dunkirk, Eastling, Hartlip, Lewson Street, Lower Halstow, Lynsted, Neames Forstal, Newnham, Oare, Painter's Forstal, Selling, Sheldwich Lees, Upchurch, Warden Bay

**Other places within the open countryside:** Badlesmere, Bobbing, Bobbing Hill, Chestnut Street, Danaway, Dargate, Goodnestone, Graveney, Hernhill, Milstead, Rodmersham Green/Highsted, Staplestreet, Throwley Forstal, Tunstall.

The Study and its findings will be used to inform the settlement hierarchy for the emerging Core Strategy and each settlements place within that proposed hierarchy.



Appendix 1: Swale's Rural Settlements Future Capacity

Settlement	Housing: Outstanding Planning Permissions/Not Started (2008-2012 Nos. of Dwellings)	Housing: Under Construction (2008-2012 Nos. of Dwellings)	Housing: Completed (2008-2012 Nos. of Dwellings)	Total Housing (2008-2012 Nos. of Dwellings, inc. Sites with planning permission post 31/3/2011)	Employment: Outstanding Planning Permission/Not Started (2008-2012 Floor space as m <sup>2</sup> )	Employment: Under Construction (2008-2012 Floor space as m <sup>2</sup> )	Employment: Completed (2008-2012 Floor space as m <sup>2</sup> )	Total Employment (2008-2012 Floor space as m <sup>2</sup> )
Badlesmere	0	0	0	0	784	300	0	784
Bapchild	0	0	0	0	0	0	0	0
Bay View	2	0	2	2	0	0	0	0
Bobbing	6	0	1	7	300	0	22	300
Bobbing Hill	0	0	0	0	0	0	0	0
Borden	0	0	1	4	2,412	0	1088	2,412
Boughton	24	15	9	27	200	0	107	200
Bredgar	0	0	0	0	32	0	249	281
Chestnut Street	0	0	0	0	0	0	468	468
Conyer	0	0	0	24	0	0	0	0
Danaway	0	0	0	0	0	0	0	0
Dargate	0	0	0	0	0	0	1,654	1,654
Doddington	1	0	1	1	50	0	18	50
Dunkirk	8	4	8	12	1,557	225	0	1,557
Eastchurch	13	4	7	18	163	0	696	859
Eastling	0	0	0	1	0	0	0	0
Goodnestone	1	1	0	1	0	0	0	0
Graveney	1	0	0	1	0	0	0	0
Hartlip	0	0	0	0	15,725	0	0	15,725
Hernhill	4	4	0	4	0	0	0	0
Iwade	132	0	34	459	1,244	0	598	1,244
Leysdown	4	3	2	7	411	0	201	411
Lewson Street	0	0	0	0	0	0	0	0
Lower Halstow	0	1	0	12	0	0	0	0
Lynsted	1	1	1	2	923	2	0	925
Milstead	0	0	0	0	900	0	0	900
Neames Forstal	0	0	0	0	0	0	0	0
Newington	11	0	0	26	849	0	200	849
Newnham	1	0	0	1	0	0	0	0
Oare	0	0	0	0	0	0	0	0
Painters Forstal	4	2	3	5	0	420	0	420
Rodmersham Green/Highsted	1	1	0	1	288	0	0	288
Selling	1	0	0	1	2	0	0	2
Sheldwich Lees	1	0	0	1	0	0	0	0

<b>Settlement</b>	<b>Housing: Outstanding Planning Permissions/Not Started (2008-2012 Nos. of Dwellings)</b>	<b>Housing: Under Construction (2008-2012 Nos. of Dwellings)</b>	<b>Housing: Completed (2008-2012 Nos. of Dwellings)</b>	<b>Total Housing (2008-2012 Nos. of Dwellings, inc. Sites with planning permission post 31/3/2011)</b>	<b>Employment: Outstanding Planning Permission/Not Started (2008-2012 Floor space as m<sup>2</sup>)</b>	<b>Employment: Under Construction (2008-2012 Floor space as m<sup>2</sup>)</b>	<b>Employment: Completed (2008-2012 Floor space as m<sup>2</sup>)</b>	<b>Total Employment (2008-2012 Floor space as m<sup>2</sup>)</b>
Staplestreet	0	0	0	0	0	0	0	0
Teynham	17	0	17	17	661	0	288	661
Throwley Forstal	0	0	0	1	0	0	82	82
Tunstall	1	1	0	1	3,574	2,691	1,827	4,518
Upchurch	2	1	1	4	540	0	290	540
Warden Bay	0	0	0	2	0	0	20	20



The Customer Service Centre deals with all enquiries across the Council; it should be your first stop when contacting us.

Copies of this Swale Borough Council study are available on the Council website [www.swale.gov.uk](http://www.swale.gov.uk) If you would like further hard copies or alternative versions (i.e. large print, audio, different language) we will do our best to accommodate your request please contact the Council at:

Swale Borough Council  
Swale House, East Street  
Sittingbourne  
Kent, ME10 3HT

Customer Service Centre 01795-417850