



MINUTES OF THE ABOVE PARISH COUNCIL HELD IN RINGWOULD VILLAGE HALL 10TH MARCH 2025 AT 7PM.

038/25 To record those present and accept any apologies

Present were Cllr Hogben (Chair), Cllr Wilson, Cllr Selwyn, DDC members Oliver Richardson and Martin Bates, KCC member Steve Manion, 22 members of the public and Parish Clerk. Apologies received from Cllr. Edwards.

039/25 To Note any Declarations Pecuniary Interest (DPI), Other Significant Interests (OSI) or any Voluntary Interests

Cllr Hermer declared an interest in item 044/25 b i)

Cllr Wilson declared an interest in item 045/25 a

040/25 To approve the following minutes:

- a. Ordinary Meeting 10th February 2025

The minutes were proposed as a true record of the meeting by Cllr Hogben, seconded by Cllr Selwyn and all members voted in favour.

041//25 Co-opt to fill the Parish Councillor vacancy

The Council have had one nomination and the information was circulated to the Councillors. Lorraine Vines to be co-opted. This was proposed by Cllr Hogben, seconded by Cllr Wilson and voted all in favour. Clerk to contact DDC Elections team and help to set up email accounts for the new councillor. The new Councillor signed the Declaration of Acceptance of Office in the presence of the Parish Clerk. The Chair invited the new Councillor to join the meeting.

042/25 Open session for members of the public to ask questions on items on the agenda

(Visitors are welcome to speak on any item on the agenda for up to 3 minutes. This item will last for a maximum of 15 minutes, unless the Chair extends the time allowed.)

- a. A member of the public had requested to speak regarding the Droveway parking and whether there has been any update. Cllr Hogben responded that this will be discussed under the agenda item 057/25 Confidential matters and the final draft will be forwarded to the solicitors in the coming days.

043/25 Verbal Reports by District and County Councillors

Cllr Steve Manion reported on the following:

Pothole Blitz A total of £14.5 million has been spent on pothole repairs, compared to £8.6 million in 2024. An additional £65.5 million is planned for improving Highways assets in 2025.

KCC's No Use Empty Scheme – The Empty Property Loans initiative, part of the No Use Empty scheme, provides funding for property renovations and improvements. To date, over £108 million has been invested in Kent.

Devolution - By March 21st, KCC aims to propose a structure for Kent's Unitary Authorities. DDC will receive a briefing on March 12th, followed by a Special Meeting of the DDC Cabinet on Monday, March 17th to formulate a response.

DDC member Martin Bates reported on the following:

Budget Approval & Council Tax The budget was passed by Full Council on 5th March. The total Council Tax charge for a Band D property in Dover District for 2025/26 has increased by 4.92%, with the following breakdown: • Dover District Council: £220.77 (+2.98%) • Kent County Council: £1,691.19 (+4.99%) • Kent



Police & Crime Commissioner: £270.15 (+5.47%) • Kent & Medway Fire & Rescue Authority: £94.86 (+5.51%) • Town & Parish Councils (average): £87.48 (+6.39%) Total Band D Council Tax: £2,364.45

Kent County Elections will take place on 1st May 2025 m)

Free After-School Sports Sessions Young people (ages 5-18) can enjoy free multi-sport sessions in Dover, funded by the Kent Police & Crime Commissioner and run by Uprising Youth & Community every Monday in March.

044/25 Local Planning

a) Noted:

- i) 24/01089 Kingsdown Garden Villa Church Cliff Kingsdown CT14 8AT
Erection of single storey front extension with balcony; single storey side extensions; two storey side extension; new dormers to roof; new rear balcony over existing sunroom; level rear terrace; new front boundary treatment/entrance gates; and new detached garage (existing detached garage and existing side lean-to sunroom to be demolished) Grant permission.
- ii) 23/00782 Huis Close 124 Wellington Parade Kingsdown CT14 8AF
Erection of a dwelling, garden room and parking. Grant permission.

b) To note the applications as listed, consider, and agree any comments to be sent to the District Council.

- i) 25/00112 Ringwould Road , Kingsdown, CT14 8DD Erection of 70 dwellings including access, parking, landscaping, and associated infrastructure.

The Parish Council had an open discussion about the development and decided to object unanimously to this application on the following grounds:

We have listened to our Parishioners with regards to the proposed Woodhill Farm development of 70 homes (SAP34 in Dover District Local Development Plan (DDLDP)). Number of dwellings and sustainability There is primarily concern in the parish regarding the number of dwellings proposed. In Regulation 18, a capacity of 90 was suggested which was then reduced in Regulation 19 to 50. At the time this was because the HELAA assessment highlighted concerns around highways and the access primarily. The "indicative" capacity of 50 in SAP34 of the DDLDP has been increased to 70 in this application with the only justification being that it would make better use of the land. While the National Planning Policy Framework (NPPF) does promote making effective use of land generally, it also states the need to safeguard and improve the environment, and ensure safe and healthy living conditions (Para. 124). The design and access statement mentions that the proposals are in keeping with densities and urban grain in the local area, however Glen Rd. has a very low housing density with a mixture of bungalows and family homes enjoying spacious gardens. This is at odds with the proposal. Paragraph 129 of the NPPF, states housing density, should maintain the character and setting of an area (including residential gardens). Additionally it highlights the importance of securing well-designed, attractive and healthy places. The Ringwould with Kingsdown Design Codes and Guidelines (page 62) highlights that any new development should be appropriate for its location and surroundings. This site lies adjacent to the urban area, (where there would normally be a presumption against any development all) where you would normally expect a much lower density of development, with larger houses set in spacious grounds and substantial soft landscaping. The proposed high density suburban housing would be totally out of context with its surroundings. Dark skies are an important part of our nocturnal landscape (DDLDP PM1). Kingsdown has low radiance levels generally, therefore any development here would need to demonstrate that full consideration had been given to its position in a dark skies zone. When our Parishioners took part in the LDP consultation process they understood that a capacity of 50 was being proposed. The inspector also examined SAP34 as 50. We were all therefore dismayed to find in the final plan the wording "indicative" around site allocations in the LDP. This



makes a mockery of the consultation process. We feel that 70 dwellings would put a strain on our limited infrastructure. Kingsdown is categorised (we would argue wrongly) as a Local Centre in the new LDP, however we do not service any smaller settlements around us. We do not have a doctors surgery, a dentist or a supermarket, or an adequate bus service. The few buses we have a day do not pass this site along Ringwould Rd. Stagecoach as part of the LDP consultation process, advised that development of this site would not result in additional bus services being added. We feel that the proposed plans do not constitute sustainable development as defined in the National Planning Policy Framework (NPPF). The site is on the edge of the built settlement, with inadequate bus links to adjoining towns and villages and no train station - the closest being Walmer and Martin Mill. It is very difficult to safely walk or cycle to these from this site. National Cycle route 1 follows the coast at Kingsdown but is difficult to join safely from this site. Residents of the proposed development would therefore be dependent on their cars to reach facilities in neighbouring Deal and Dover, contrary to DDLDP policy SP1 and SP2. The removal of good grade agricultural land (best and most versatile) from vital food production and compromising the setting of the Kent Downs National Landscape are also arguments against these plans achieving sustainability and contrary to SP4. We were pleased to note that our Housing Needs assessment had been referenced by the applicant. We have a declining but ageing population and a large proportion of detached and 4+ bedroom homes (detached 63.6% in Kingsdown, 22.9% nationally, 4+ beds 32.7% Kingsdown, 21.1% nationally). Over 40% of the population is 60+ yrs in the local census, up from 29% in the 2011 census. Any development of this site would need to reflect this demographic. We would like to see the affordable / 1st time buyer / shared ownership housing achieved on site and at an early stage in the build. Design The recent development (Wellington Paddocks) on the edge of the Parish comprises unimaginative generic boxes which could be on any Kent housing estate. They also represent a current trend for plastic composite weatherboarding. We feel that the same could be true of the designs shown in this application. These concerns are shared by many of our parishioners. Such generic house designs do not reflect the context of the site in Kingsdown. It would look like any other housing estate in East Kent. Kingsdown has a rich vernacular. Our conservation area has fishermen's cottages and flint faced walls, there are bungalows and large detached homes along Glen Rd., with a variety of roof heights and materials. The landscape buffer along the north-eastern boundary of the site between the existing houses in Glen Road and the proposed dwellings has raised some safety and security concerns. Whilst largely welcomed, it could pose a crime risk for both the existing and the proposed dwellings, allowing access to gardens. We feel that this landscape buffer should be incorporated into the rear gardens of any proposed dwellings along this boundary. This could be maintained in perpetuity with the use of a covenant on the dwellings when they are sold. The term 'landscape led design' does not seem to be the driving force of this application, as suggested by the applicants. Instead there seems to be a lot of emphasis on the provision of parking which dominates the design to the detriment of the overall feel of the site and the setting of the KDNL. Car ports are not a local feature. There are too many blank walls fronting public spaces and footpaths, these should be avoided, thus improving natural surveillance. To combat fuel poverty and maximise fuel sourcing and efficiency any new build project should include solar panels, heat pumps, maximum insulation and make best use of solar gain. This is in line with DDLDP policy SP1. Highways and access There are also still major concerns around the safety of the access. Discussions with Kitewood which included their Highways Consultant have raised further questions. It was indicated that the works to straighten and widen the access could be completed without closing the road and with traffic control measures in place ie traffic lights. However, this is unlikely as the road approaching the access from both sides is not wide enough for two lanes of traffic, 2 HGV's cannot pass safely. Residents have measured the road width on entering Kingsdown and found that it is not wide enough for 2 cars to pass safely, which would indicate that traffic lights would not be a safe option here. The council considers that Ringwould Rd would have to indeed be closed during the works to widen the road. Closing Ringwould Road for any length of time is not really an option for Kingsdown. We have 3 routes into the village; Ringwould Rd., Glen Road and the Cliffe Road along the seafront. Cliffe Road leads to Upper Street and The Rise which are both narrow and unsuitable for HGV's. Additionally, the Rise and Upper St. do not have footpaths / short sections only for pedestrians and we have already had the fatality of a pedestrian in Upper St. Safety for all householders would be compromised during any closure of Ringwould Rd. as emergency vehicles



would struggle to access the village from the other 2 routes. The Highways Consultant for Kitewood also showed us data for a traffic survey carried out in September when schools return after the holidays. We consider that this is not representative of the high volume of traffic which can be seen along Ringwold Rd. in summer months when the holiday park and campsite are busy. We consider that an additional survey in summer would be advisable. Comparisons are made for traffic data between this site and 2 villages in Norfolk. These do not seem to be representative or relevant. The Parish Council would like to see another road survey done this summer before any development is considered. Ringwold Rd. is a narrow country lane with SLOW painted on it at intervals, signage showing 20mph as you enter Kingsdown and 50mph as you leave. As typified in the KDNL and Ripple F3 of the DD LCA (2020) it is winding and characterful and forms an attractive approach to the village with natural traffic calming due to the nature of the blind bends. The road is particularly narrow close to the proposed site, and there is already considerable vehicular conflict on the road when there are 2 HGV's trying to pass. Where Ringwold Rd. forms a junction with the A258 there are signs restricting vehicular access to 7.5T. It is a serious concern for residents that additional traffic will cause severe traffic congestion and more vehicular conflict along this narrow lane. The proposed alterations to the entrance although in the interests of safety and visibility would detract from the character and appearance of the area, particularly from the entrance to the village, and the setting of the KDNL. Kingsdown relies heavily upon tourism in the summer months and as such this gateway is important to our rural economy. There are also conflicts around the various users of the access. ER5 crosses this point, there is also the entrance to the Kingsdown play area car park and a field access opposite this which need careful consideration. All are very close to the entrance of the site. We read with interest the comments from KCC PROW around ER5 and are pleased that they share our concerns and those of the parishioners. A safe crossing for pedestrians using ER5 and horses (and cyclists) joining ER21 will be very difficult to safely achieve. ER5 is very well used to link the play area with the village and school. It is clear that PROW have serious concerns about the feasibility of achieving the link to the village through improvements to ER5 which is a requirement of development through SAP34. We welcome the proposed additional footpath to connect the site to existing footpaths on Glen Road. However, we feel that not enough detail has been shown for the Glen Rd path, and have reservations as to the safety of the crossing diagonally across the road to the footpath opposite. We are also concerned that the extension of the 20mph zone on approach to the entrance does not go far enough. ER20 crosses Ringwold Rd. at a point which is hard to see traffic. There are also large tractors exiting the farm road at this point. An extended 20mph zone beyond this point would go some way to improving safety. No mention is made of the impact to the junction of Ringwold Rd with the A258 other than to say the perceived increase in traffic would not have an impact. However, there are already issues in trying to safely join the A258, this would only exacerbate the problem. We consider that more investigations are needed by KCC highways to gauge the safety of this extra traffic post development and site traffic during the construction of any development. Worryingly, crash map data for the past 25 years omits a fatality on Ringwold Rd. Recently, concerns have been raised that a site nearby; SAP15 (Rays Bottom) which is situated on one of the access roads into Kingsdown - Liverpool Rd / Glen Rd is currently at the public engagement stage and presumably a planning application will be submitted soon after. Parishioners are worried that if both sites were granted planning and started to be built out simultaneously we would have 2 out of 3 of the routes into the village compromised by site traffic and potential road closures. This could have serious safety implications with regards to pedestrians and emergency services, as well as increased damage to buildings and property and is unacceptable. The Parish council are involved with preparing a Highways Improvement Plan with KCC at the moment. This document is focused on 2 main problems, speeding by all vehicles and damage to the conservation area around Upper St. by HGV's. We would ask that further investigations be carried out and that careful planning is needed to ensure that any development coming forward does not cause safety issues for all in the Parish. We feel very strongly that wider highways issues have not been properly addressed. We are also very concerned that at the time of submission there have been no comments from KCC Highways which is worrying in the extreme as this is such a complex and contentious site and safety is a primary concern for the entire community. Natural Environment We read with interest the comments from the Kent Downs National Landscapes (KDNL) team. Many parishioners are concerned about the landscape impact of this development.



Not only is the KDNL affected but also Ripple F3, identified in the DDC Landscape Character assessment (2020). This site is included in Ripple F3 and can be clearly seen from the A258 across the rolling chalk downland which typifies the region. Due to ash dieback decimating local woodland to the west, the site is becoming increasingly visible. The siting of dwellings parallel to ER21 makes these particularly visible in the landscape. We agree with the KDNL team that the palette of materials should be toned down to darker colours and that natural screening should be allowed to grow up tall around the site. The topography of the site is such that bright building materials would be highly visible from the Kent Downs. We would also like to see screening planted as early as possible and a muted palette for roof materials as they will be highly visible from the open countryside to the western boundary. Whilst this would be an improvement to the scheme, it would not make the development as a whole, acceptable. We would also draw attention to the new NL briefing of November 24 which talks about the importance of the setting of the NL. In this case the setting is further enhanced by being part of the Landscape Character Area Ripple F3 - so designated by DDC in 2020. The Parish Council consider that the proposals do not meet the requirements of policy NE2. Although the applicants' surveys have made claims that the site is very low bar in terms of biodiversity the site borders to the south west an area which is biodiversity rich and used by feeding bats. The green area of the site borders this which is good. We would like to see bat boxes, swift bricks, hedgehog holes in fencing and also low light levels to allow bats to feed. Kingsdown radiance levels are very low around the edges of the built environment and dark skies are very important to us. Any development coming forward needs to take great care not to isolate this area and protect hedgerows and corridors to the wider countryside. We would like to see more monitoring for bats and migratory birds. These measures would be an improvement, however they would not mitigate the overall damage it would cause to the local environment and would not make the development as whole acceptable. Dismissed appeal in Thanet Appeal Ref: APP/Z2260/W/24/3351846 Land off Foxborough Lane, Minster, CT12 4AH - proposed 115 residential dwellings. We would also like to draw the Planning Officers' attention to the above appeal launched by Gladmans. This was dismissed by the Planning Inspector on 10th February 2025. We feel that the site has many of the same issues as SAP34 and should be taken into consideration. The issues which are comparable and were grounds for dismissal are as follows: the effect of the development upon the character and appearance of the landscape - the site is within the Wantsum North Slopes Landscape Character Area and the proposal was found to detract from it sufficiently to be grounds for dismissal; the effect of the development upon the resource of best and most versatile agricultural land - there was insufficient argument to warrant removal of BMV land; whether or not suitable and safe pedestrian access would be provided, to avoid residual highway effects - pedestrian safety would be compromised by the development and could not be mitigated for. Conclusions Considering the setting in relation to the KDNL and LCA Ripple F3, the loss of good quality farming land and the strain on local transport and infrastructure we consider that this application does not meet the sustainability criteria set out in the NPPF. We note that DHA said in their public consultation document following conversations with DDC - "It was added that there was no in principle objection to the scale of development (total number of units) as long as it is technically supportable and does not give rise to unacceptable highways, amenity or other impacts". Many parishioners and the PC would argue that this will definitely cause unacceptable difficulties with highways and have significant impacts on amenities. Based on all the above arguments Ringwold with Kingsdown Parish Council considers that the proposals are in direct conflict with the relevant policies in the NPPF; the DDLP, and the advice given in the Kent Design Guide, and Building for a Healthy Life, by Homes England. We therefore respectfully request that the Council refuses this application for the reasons given above. Clerk to submit the comments to DDC.

045/25 Finance

- a. To agree payments to be made and ratify those that are completed. To approve the payment schedule for February was proposed by Cllr Hogben seconded by Cllr Vines and all members voted in favour.

To	Reason	Gross amount	How paid	Vat



A Nigol	Clerks wages February	999.84	BACS	0.00
Harmer & Sons	Grounds maintenance	528.00	BACS	88.00
Harrisons	Maintenance works	990.00	BACS	0.00
Croner	HR services	132.44	DD	21.04
Castle Water	Water charges	17.32	DD	0.00
BT	Phone and internet charges	43.33	DD	7.22
HSBC	Bank charges	8.00	DD	0.00
Vision ICT	New email account	14.00	BACS	2.33
A Eardly	Neighbourhood Plan works	4850.00	BACS	695.00
Led Construction LTD	Replacing the bus shelter roof	3450.00	BACS	0.00
B&F Tree & Garden Services	Emergency tree works	300.00	BACS	0.00

February income:

Field rent 4x 18 = 72.00

Allotments: 96.00

Total: 168.00

- b. To note reconciliation for February. The reconciliation for February was noted.
- c. To agree a homeworking allowance for Clerk £97.50 per month was proposed by Cllr Hogben seconded by Cllr Vines and all members voted in favour.

046/25 Management of Trees & Woodland

- a) Update on tree works. ER 23, ER 14 works are now completed and the trees opposite the Village Hall in Ringwold main road have been felled. Works will continue on ER 15 and ER 19.
- b) Tree planting. Update from Cllr Hogben. Tree planting event was a success with over 250 trees planted. Some more trees will be planted to create a hedge by the Hangmans Lane field and also a hedge around the community area in the allotments.
- c) Oxney Woods- Oxney woods which is parish owned, reopening footpaths that have been blocked for a while - people have made their own paths and Parish Council needs to put in fresh waymarking posts and arrows to get everyone back on track. Cllr Hogben had contacted KCC to ask for waymarking disks but had not heard back yet.



047/25 Allotments

- a) Update from Cllr Wilson. New hedge will be planted in coming days. Two new plots will be available very soon to be rented out.

048/25 Playing Fields. This item was deferred.

049/25 Neighbourhood Development Plan

- a) Update from Cllr Hogben. Last month another steering group meeting took place where various policies were discussed. A meeting took place with DDC to discuss the emerging policies. Next steering group meeting will take place 13th March.
- b) Designating Local Green Spaces. Part of the Neighbourhood plan is to designate green spaces for extra protection. A list of green spaces has been circulated to Councillors and this will be discussed at the next meeting.

050/25 Bus Shelters

- a) Update on replacing the roof. The roof has been replaced and the shelter has been painted.

051/25 Renewal of the Grass cutting Contract

A new contractor will start in April. Clerk to email contractor the areas that need cutting.

052/25 S. 106 Allocations

The Parish Council discussed the options the funds could be used for. Cllr Hogben to arrange a meeting with DDC Opens Spaces and Parks team.

053/25 Correspondence

These were noted:

- a) Kent Police February Newsletter.
- b) Email from a local resident regarding the Kent Downs National Landscape designation.

054/25 To agree to the Parish Council meeting locations. Clerk to check the potential dates with Kingsdown School and if it would be possible to have half of the meeting in Kingsdown.

055/25 Matters of General Interest

(For councillors to highlight issues that do not require a decision or for items on the next agenda.)

056/25 To agree date of next meeting- 14th April 7PM in Ringwould Village Hall.

057/25 Confidential Matters – To exclude the public under the Public Bodies (Admission to Meetings) Act 1960, and Section 12a of the Local Government Act 1972, due to the sensitivity of the items to be discussed.

A Nigol
Parish Clerk