



Schedule of Additional Modifications

March 2023

Dover District Council
Submission Document



SD06 - Schedule of Additional Modifications to Regulation 19 Submission Local Plan

Amendments that are minor in nature, factual updates and clarifications and are not considered to be soundness issues.

Ref	Policy / Paragraph	Modification Proposed
INTRODUCTION		
1. Introduction		
AM1	Consultation and Engagement	<i>Paragraphs 1.7 to 1.10 to be reviewed and updated as necessary, to take into consideration Regulation 19 stage consultation, Examination and any subsequent consultations prior to adoption.</i>
AM2	Paragraph 1.15	<i>Amend second phrase: [.] in addition to other organisations, agencies and bodies, including National Highways, Natural England, Historic England, the Environment Agency, <u>the Marine Management Organisation</u> and the NHS Kent and Medway Clinical Commissioning Group.</i>
2. Vision and Objectives		
AM3	Paragraph 2.2	<i>Amend Bullet 4 under 2.2: To conserve and enhance the District's biodiversity and green infrastructure, including international, national and locally protected landscapes and coastlines, all designated wildlife sites, priority habitats and species and to enhance ecological connectivity between them <u>to create a coherent ecological network</u> and delivering a net gain in biodiversity.</i>

Ref	Policy / Paragraph	Modification Proposed
STRATEGIC POLICIES		
3. Strategic Policies		
AM4	SP1 Policy	<p><i>Amend criterion e:</i> e maximising green infrastructure <u>and exploring nature-based solutions to climate challenges</u>; and</p> <p><i>Amend final sentence of policy to change title from lower to upper case:</i> <u>...Climate Change Statement.</u></p>
AM5	SP1 Implementation Paragraph 3.15	<p><i>Amend paragraph 3.15:</i> Planning applications <u>for new built development</u> must be supported by a <u>Climate Change Statement</u> which <u>should</u> demonstrates how they <u>the proposed development has</u> have addressed the relevant <u>criteria of Policy SP1.</u></p>
AM6	SP2 Policy	<p><i>Amend criterion 1:</i> Ensuring that new development is well served by services and facilities (for example education, health <u>and social</u> care, community, cultural facilities, play, youth, recreation, sports, faith and emergency facilities) and that a mix of uses are provided in new development that support daily life.</p> <p><i>Amend criterion 9:</i> Ensuring improved access to and quality of greenspaces, the provision of new green infrastructure <u>including spaces for biodiversity and nature</u>, and spaces for play, recreation and sports.</p>
AM7	SP3 Housing Growth / Table 3.1	<p><i>Amend row 3 of the table as follows:</i> <u>Applications with resolution to grant Sites that are subject to S106 as of 31st March 2022</u></p>
AM8	SP3 Housing Growth / Supporting text 3.40 and Table 3.2 - Five Year Land Supply	<p><i>Amend paragraph 3.40 and Table 3.2:</i> 3.40 For the purposes of confirming a 5 year housing land supply position through the Local Plan a 10% to the five year housing requirement has been applied in accordance with paragraph 74b of the NPPF. Table 3.2 sets out the Council's 5 year housing land supply based upon the strategy and sites proposed in the Plan, demonstrating a 6.16 <u>6.46</u> year supply with <u>a 5% buffer</u> the required 10% buffer.</p>

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		<p>Table 3.2 Five Year Housing Land Supply</p> <table border="1"> <tr> <td>HOUSING REQUIREMENT</td> <td>3,055</td> </tr> <tr> <td>LHN 2021 611 x 5 years</td> <td></td> </tr> <tr> <td>±05% <u>buffer</u></td> <td>306 <u>153</u></td> </tr> <tr> <td>TOTAL REQUIREMENT</td> <td>3,361 <u>3,208</u></td> </tr> <tr> <td>HOUSING LAND SUPPLY</td> <td></td> </tr> <tr> <td>Extant sites (excluding Whitfield UE)</td> <td>3,003</td> </tr> <tr> <td><u>Applications with resolution to grant</u> Sites that are subject to S106 as of 31st March 2022</td> <td>61</td> </tr> <tr> <td>Whitfield UE extant</td> <td>571</td> </tr> <tr> <td>Whitfield UE remaining allocation</td> <td>100</td> </tr> <tr> <td>Local Plan allocations</td> <td>263</td> </tr> <tr> <td>Windfall allowance</td> <td>140</td> </tr> <tr> <td>Ash NDP 2021 allocated sites</td> <td>5</td> </tr> <tr> <td>TOTAL SUPPLY</td> <td>4,143</td> </tr> <tr> <td>Housing supply surplus</td> <td>782</td> </tr> <tr> <td>TOTAL FIVE YEAR HOUSING SUPPLY</td> <td>6.16 <u>6.46</u> years</td> </tr> <tr> <td>Total Housing Supply (4,134) / Total Requirement (3,361 <u>3,208</u>) x 5</td> <td></td> </tr> </table>	HOUSING REQUIREMENT	3,055	LHN 2021 611 x 5 years		±05% <u>buffer</u>	306 <u>153</u>	TOTAL REQUIREMENT	3,361 <u>3,208</u>	HOUSING LAND SUPPLY		Extant sites (excluding Whitfield UE)	3,003	<u>Applications with resolution to grant</u> Sites that are subject to S106 as of 31st March 2022	61	Whitfield UE extant	571	Whitfield UE remaining allocation	100	Local Plan allocations	263	Windfall allowance	140	Ash NDP 2021 allocated sites	5	TOTAL SUPPLY	4,143	Housing supply surplus	782	TOTAL FIVE YEAR HOUSING SUPPLY	6.16 <u>6.46</u> years	Total Housing Supply (4,134) / Total Requirement (3,361 <u>3,208</u>) x 5	
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AM9	SP3 Housing Growth Supporting text paragraphs 3.46, 3.48 and 3.52 and Table 3.3	<p><i>Amend 3.46, 3.48 and 3.52:</i></p> <p>3.46site availability and the settlement’s position in the settlement hierarchy.</p> <p>3.48 As part of the Council’s strategy for the rural area it is proposed to grow the adjacent villages of Eythorne and Elvington to create a new <u>strengthen the settlements’ roles as local centres in the District</u>, with new services and facilities to be delivered alongside new homes.....</p> <p>3.52 The NPPF requires Local Authorities to identify land, through local plans and brownfield registers, to accommodate at least 10% of the housing requirement on <u>small and medium sites</u>, no larger than one hectare. Based upon the sites allocated <u>identified in this Plan through allocations, extant consents (including those in the brownfield register) and windfall allowance</u>, and the brownfield register, this requirement has been met. 11.4% of the housing requirement (in terms of number of dwellings as a percentage of housing need) are on small sites.</p>																																

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		<p><i>Amend Table 3.3 to include Ash:</i></p> <table border="1"> <tr> <td>Local Centres</td> <td></td> </tr> <tr> <td><u>Ash</u></td> <td><u>196 (allocated through the Ash Neighbourhood Plan)</u></td> </tr> </table>	Local Centres		<u>Ash</u>	<u>196 (allocated through the Ash Neighbourhood Plan)</u>
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AM10	SP3 Housing Growth Policy	<p><i>Amend paragraphs 4 and 5 of Policy:</i></p> <p>Development will then be focused in the District Centre of Deal, and the Rural Service Centres of Sandwich and Aylesham. Development in Deal, Sandwich and Aylesham will be at a more limited scale than Dover Town, compatible with the more limited range of job opportunities, shops, services and other facilities available in these locations; <u>and taking account of environmental and other constraints</u>. Land is therefore allocated to deliver in the region of 1,099 homes, in addition to existing commitments.</p> <p>Development in the rural areas will be of a scale that is consistent with the relevant settlement’s accessibility, infrastructure provision, level of services available, suitability of sites and environmental sensitivity. <u>In addition, the role of the settlements of Eythorne and Elvington as local centres is proposed to be strengthened through the provision of new homes, services, and facilities</u>. Land is therefore allocated <u>at settlements in the rural areas</u> to deliver in the region of 1,112 homes, in addition to existing commitments.</p>				
AM11	SP4 Implementation Paragraph 3.74	<p><i>Amend numbering (1-6) to traditional paragraph numbering and include additional paragraphs:</i></p> <p>3.74 The criteria set out in SP4 will be the basis for the determination of planning applications for all proposals for windfall development coming forward during the lifetime of this Plan, and will be advised on within pre-application discussions. All proposals for windfall development within or immediately adjoining the boundaries of settlements listed in SP4 will be required to comply with all the a criteria set out in the Policy, supplemented by the following:</p> <p>± <u>3.75</u> Where settlement confines have been defined, villages and hamlets are considered suitable in principle for windfall development of appropriate scale, taking account of the cumulative impact, including on the highway network, of any allocated sites and other developments with planning permission within the settlement, the landscape in which the settlement is located, and the distinctive character and identity of the settlement itself. In the larger of these villages, windfall development will be acceptable in principle within or immediately adjoining the settlement boundaries. In the smaller of these villages and hamlets windfall development within the confines only will be acceptable.</p> <p><u>3.76</u> Settlement boundaries which support this policy have been reviewed and updated as part of this plan making process and are identified on the Policies Map. These settlement boundaries should be used to assess applications against this Policy until such time as they are reviewed. Any significant changes to the settlement boundaries that occur from</p>				

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AM11 Cont.	SP4 Implementation Paragraph 3.74	<p><u>development being completed prior to the formal review of the boundaries taking place, will be considered on a case-by-case basis through the assessment of a planning application.</u></p> <p><u>3. 77 For proposals to be considered ‘immediately adjoining’ the confines of a settlement listed in Part 1 of this Policy, the Council will require at least one of the principal boundaries (in its entirety) of the application site to immediately adjoin the existing confines of the settlement, as shown on the Policies Map.</u></p> <p><u>3.78 However, where the proposed built form within the site is not well related to the existing built form, the site will not be considered to meet the ‘immediately adjoining’ criteria. This could, for example, occur where the access road forms the principal boundary immediately adjoining the confines, but the main site proposed for built development does not adjoin the settlement confines.</u></p> <p>2 <u>3.79</u> In order to ensure that windfall developments are successfully integrated, all development proposals will have to demonstrate that they complement the layout, scale, fabric and appearance of the existing settlement and that they will not result in the loss of important green spaces within the built confines that contribute to the existing character of that settlement, to be considered acceptable. In the case of sites which have one or more boundaries with open countryside, a landscaped buffer will be required. Such a buffer should be comprised of soft landscaping and incorporate native species planting and hedging that naturally occurs in the immediate vicinity of the site. This buffer should enable limited views into and out from the development to ensure the development blends in with its setting. The scale of such features will be expected to reflect the scale of the windfall development. Earth bunds or hard fencing will rarely be considered to be an acceptable boundary treatment with the open countryside.</p>
AM12	SP4 Policy	<p><i>Amend Criterion i:</i></p> <p>i Where development would result in the loss of active employment, open space, sport or community facilities within the settlement that such development is consistent with the requirements of policies <u>E2</u> EN2, PM5 and PM6 of this Plan;</p>
AM13	SP5 Supporting Text Paragraph 3.88	<p><i>Amend 3.88:</i></p> <p>‘The overall requirement for 16.04<u>16.04</u>% of housing to be Affordable Rented/ Social Rented and 13.9<u>14.7</u>% affordable home ownership (of which 5.98<u>5.98</u>% could be Shared Ownership and 8.81<u>8.81</u>% First Homes) reflects the mix of housing that would best address the needs of the local population. Within the affordable sector it is proposed that 53.5<u>52.9</u>% of homes are Affordable Rented/ Social Rented, 19.5<u>18.9</u>% shared ownership and 27.0<u>28.2</u>% First Homes’.</p>



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AM14	SP5 Implementation paragraph 3.91	<p><i>Amend first sentence of paragraph 3.91:</i></p> <p>3.91 This policy will be applied to proposals of either 10 or more dwellings or sites over 0.5ha in all areas outside of Dover Urban area or those in Designated Rural Areas for including all C3 uses and most some specialist housing schemes, <u>for example, age restricted dwellings or older persons schemes that have some element of care / communal facilities provided but are independent units.</u> which may be classified under Use Class Order C2.</p>
AM15	SP6 supporting text 3.101 and 3.121	<p><i>Amend paragraph 3.101:</i></p> <p>The strategy identifies the following key themes and objectives, which inform proposals set out in this Local Plan.</p> <ol style="list-style-type: none"> 1. Creating economic value 2. Delivering infrastructure for <u>growth</u> business needs 3. Revitalising our town centres 4. <u>Harnessing tourism and</u> Growing the visitor economy 5. <u>A thriving</u> Supporting the rural economy <p><i>Insert an additional paragraph after paragraph 3.121 and to relocate the final sentence of para 3.121:</i></p> <p>3.121 Other measures that form part of the Council’s economic growth strategy include: the protection of existing employment sites; maximising town centre employment opportunities; supporting opportunities at the Port of Dover (including their ambitions for moving to clean energy) and promoting wider forms of economic development which deliver economic prosperity, jobs growth, tourism and inward investment. The economic growth strategy set out in SP6 should therefore be read in conjunction with the other policies in the Plan.</p> <p><u>Finally, the Council’s Economic Development Strategy (2021) recognises the importance of building relationships and welcoming investment in ‘addressing climate change and green issues’ and ‘leading green and sustainable industry excellence’. This is important because the value of investment needed to meet net zero means that there is likely to be considerable growth in the environmental / green goods and services sector. Relevant activities include energy saving and sustainable energy systems, environmental consultancy, tourism, environmental charities and environmental related construction. The economic growth strategy set out in SP6 should therefore be read in conjunction with the other policies in the Plan.</u></p>

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AM16	SP7 Policy	<p><i>Amend the second paragraph:</i> Proposals which diversify the provision of facilities in district and local / village centres will be supported where they are of an appropriate scale in relation to the role of the centre <u>and reflect individual distinctive character.</u></p> <p><i>Amend criterion 2:</i> Reduce town centre boundaries and consolidate the Primary shopping areas <u>Refine and consolidate the town centre and primary shopping area boundaries</u> of Dover, Deal and Sandwich Town Centres;</p> <p><i>Amend criterion 7:</i> Invest in the quality of town centre environments, <u>including their rich historic qualities and assets</u>, to create more attractive, accessible, safe and greener environments that appeal to all ages and groups.</p>
AM17	SP11 Implementation 3.200	<p><i>Add sentence to paragraph 3.200:</i> The Council will assess the nature and scale of infrastructure provision that is sought for each scheme on a case-by-case basis at the time of the application, taking into account the most up to date information and the classification in the IDP, ensuring that ‘critical’ infrastructure is delivered in all cases. <u>Of particular ‘critical’ importance is mitigation required to the Strategic Highway Network, which may be delivered by alternative methods such as Grampian conditions or monitor and manage approaches, to be identified and agreed by National Highways. [...]</u></p>
AM18	SP11 Implementation 3.209 and 3.215	<p><i>Amend paragraph 3.209:</i> 3.209 It is the responsibility of the Clinical Commissioning Group (CCG) <u>NHS Kent and Medway</u> to define any site-specific healthcare requirements that arise from new development proposals and to ensure that associated contributions are defined (based on direct need) and secured. Specific projects based on plan growth, such as enhancements to health centres or GP surgeries will be identified within the IDP, however the CCG <u>NHS</u> will advise on local requirements at planning application stage. With regards to social care, KCC are the provider of services and this is based on a per dwelling contribution for all new development.</p> <p><i>Amend paragraph 3.215:</i> KCC as the Waste Disposal Authority operates a network of 18 <u>19</u> Household Waste Recycling Centres (HWRCs) and [...]</p>
AM19	SP12 supporting text 3.229	<p><i>Footnote no. 16 on Page 72 to be hyperlinked to transport modelling evidence base.</i></p>



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AM20	SP12 Implementation 3.243	<i>New paragraph after Paragraph 3.243:</i> <u>The Strategic Highway mitigation schemes identified on the A2 at both Whitfield roundabout and Duke of York (DoY) roundabouts will be funded through a proportionate, zonal developer contributions approach. This is set out in more detail within the IDP. The Council will continue to liaise with National Highways and the Local Highway Authority on all matters related to implementation and delivery of these mitigation schemes.</u>
AM21	SP13 supporting text 3.259	<i>Delete paragraph 3.259 and title:</i> Other International Sites 3.259 International sites outside of the District have zones of influence for the impacts of recreational activities that cross into Dover District. Strategic mitigation is not required, but the identification of appropriate open space provision to redirect recreational pressure through project level HRAs for allocations within the zones of influence will be necessary. The zones of influence are 7km for Stodmarsh SPA / Ramsar / SAC, 7km for the Blean Complex SAC and 4km for Folkestone to Etchinghill Escarpment SAC.
AM22	SP13 supporting text 3.267 and 3.275	<i>Amend second sentence of 3.267:</i> <u>In accordance with Under the Marine and Coastal Act 2009, the development of this Local Plan has taken account of the South East Marine Plan, the Marine Plan which provides a policy framework to inform decision-making regarding [...]</u> <i>Move paragraph 11.20 and its heading from supporting text of Policy NE2 to create additional heading and paragraph after 3.267:</i> <u>Regionally Important Geological Sites</u> <u>Regionally Important Geological Sites are geological Earth Science sites of particular importance as an educational, research, historical or recreational resource. Identified by the Geo-Conservation Kent Group, there are three such sites located in Dover District, all legacies of the East Kent coalfield; Betteshanger Colliery Tip, Tilmanstone Colliery Tip and Snowdown Colliery Tip. Betteshanger Tip has now been landscaped to create Betteshanger Park.</u> <i>Amend first sentence of paragraph 3.275:</i> The Dover Green and Blue Infrastructure Strategy Evidence Report draws out key priority habitats and species that relate to Dover District, particularly highlighting the importance of chalk grassland, Turtle Doves, <u>Plan Bee</u> , and Adonis Blue butterflies.

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AM23	SP13 Policy	<p><i>Amend Criteria c, d, h, i, j and k:</i></p> <p>c For Development within 500m of the Thanet Coast and Sandwich Bay SPA and Ramsar sites <u>the need for</u> will only be permitted where a project level assessment has demonstrated, in accordance with the Habitats Regulations, <u>will be assessed on a case-by-case-basis to ensure</u> that any proposal will not adversely affect the integrity of these sites, with specific regard to non-physical disturbance (e.g. noise, vibrations and light spill). <u>In addition, all development within 500m will also be required to demonstrate the provision of suitable best practice construction measures, including detailed site-specific working methods and sensitive timings of work, as part of a Construction Environmental Management Plan.</u></p> <p>d Wintering bird surveys will be required for all sites with high or moderate suitability (as identified in the HRA or subsequent habitat assessment) for qualifying bird species of <u>the Thanet Coast and Sandwich Bay SPA and Ramsar Site, Stodmarsh SPA and Ramsar site and Dungeness, Romney Marsh and Rye Bay SPA,</u> in order to determine their individual and cumulative importance for these species and where the thresholds of significance are exceeded (greater than 1% of the associated European or international site). [...] All such necessary mitigation will need to be fully functional prior to any development which would affect significant numbers of SPA or Ramsar Site birds.</p> <p>h For locally identified biodiversity <u>and geological</u> assets, including <u>Regionally Important Geological Sites, Local Wildlife Sites and Local Nature Reserves</u> as well as priority and locally important habitats <u>and priority species, including chalk grasslands,</u> development likely to have [...]</p> <p>The Mitigation Hierarchy</p> <p>i Development affecting designated sites and biodiversity assets, including protected and priority species, will apply the mitigation hierarchy <u>as required by the NPPF;</u> and so will only be permitted if it can be demonstrated that:</p> <ul style="list-style-type: none"> • There are no alternative solutions • The adverse effects are unavoidable • Measures are taken to mitigate for, or as a last resort, compensate for the adverse effects • There is an overall biodiversity net gain, and • If there are any residual adverse effects which cannot be avoided, mitigated or compensated for, the benefits of the development must clearly outweigh the adverse effects on the nature conservation value and any broader impacts on national and local designations.

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AM23 cont.		<p>j Mitigation measures will be required to be delivered on-site, unless special circumstances dictate that off-site compensation is more appropriate. Financial contributions, in lieu of on-site mitigation, will only be considered as a last resort and in very exceptional circumstances, and where it is demonstrated that the proposed compensation is deliverable and effective in mitigating the harm identified.</p> <p>k All mitigation, compensation and enhancement measures should <u>take account of</u> comply with the requirements of Policy SP14, and with the Dover District Green Infrastructure Strategy and the Local Nature Recovery Strategy.</p>
AM24	SP13 Implementation 3.280, 3.281 and 3.282	<p><i>Amend paragraph 3.280 and 3.281:</i></p> <p>3.280 Where applicable, the Council will undertake ‘project level’ Habitats Regulations Assessments. Applicants will be required to submit supporting information to enable the Council to do so. <u>For sites allocated in the Plan, if there is a requirement to carry out a project level assessment to meet the requirements of SP13, this has been set out in the site-specific policy.</u></p> <p><u>3.281 A Zone of Influence for consideration of functionally linked land in respect of point d of the policy are is identified in the Local Plan HRA as 15-5km for the Thanet Coast and Sandwich Bay SPA and Ramsar, 15km for Dungeness, Romney Marsh and Rye Bay SPA and 2km for Stodmarsh SPA and Ramsar. For site allocations within <u>this</u> these Zones of Influence a requirement for overwintering bird surveys is included in the Site Allocation Policy.</u></p> <p><i>Add new paragraph after 3.282:</i></p> <p><u>Comprehensive visitor survey information for the Dover to Kingsdown Cliffs SAC will be updated in conjunction with the National Trust at least every five years following the adoption of this Plan as part of ongoing work with the National Trust, as owners and managers of most this SAC, and other partners to manage recreational pressures at this site.</u></p>
AM25	SP14 Policy	<p><i>Amend criterion a:</i></p> <p>in line with the targets <u>priorities</u> set out in the Local Nature Recovery Strategy, the Kent Biodiversity Strategy [...]</p> <p><i>Amend second sentence of criterion b:</i></p> <p>Proposals must safeguard features of nature conservation interest, and retain, conserve and enhance habitats, including internationally, nationally and locally designated sites, irreplaceable and priority habitats <u>and species</u>, networks of ecological interest, ancient woodland, chalk grasslands [...]</p>

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AM26	SP15 supporting text 3.296	<i>Amend paragraph 3.296:</i> The District is home to 1,926 listed buildings, 57 Conservation Areas, 50 Scheduled Monuments, 6 historic parks and gardens <u>as included on Historic England’s Register of Parks and Gardens of Special Historic Interest</u> , and one protected wreck site [..] The Kent Historic Environment Record records more than 12,000 <u>14,000</u> entries for Dover District.

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SITE ALLOCATIONS		
4. Housing and Employment Site Allocations		
AM27	Introduction – Garden Village Principles paragraphs 4.9 & 4.10	<i>Amend paragraphs 4.9 and 4.10:</i> 4.9 The Town and Country Planning Association defines a garden village as a new community that is designed, delivered and managed in accordance with the Garden City principles, but tailored for a smaller scale than new Garden Cities (which are likely to be more than 10,000 homes in size). It may be developed within existing settlements (as an urban village or suburb) or as a sustainable urban extension(TCPA, Understanding Garden Villages, 2018). 4.10 The Council will expect the development of the strategic allocations to follow the Garden Village principles set out <u>within the TCPA Understanding Garden Villages: An Introductory Guide (2018)</u> as summarised below:
AM28	Requirements for planning applications paragraphs 4.16 and 4.38	<i>Insert at the end of paragraph 4.16:</i> <u>An important tree or hedgerow is one which makes a positive contribution to the visual amenity of the site, the landscape, the setting of historic assets, biodiversity, or habitat connectivity. A tree or hedgerow may also be important for reasons such as its quality as a specimen, its age, the species it supports, or its archaeological or cultural value. The criteria in the Hedgerow Regulations 1997 are also relevant.</u> <i>Amend paragraph 4.38:</i> Where sites are identified as being on contaminated land, then may be affected by contamination, a land contamination assessment will be required. Where sites are in close proximity to noise generating sources like busy roads, railways or commercial uses then a noise survey and appropriate are required. Where sites are in areas of poor air quality or close to an Air Quality Management Area then an air quality assessment will be required in accordance with Policy NE4 Air Quality, and suitable mitigation should be provided.



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AM29	SAP1 Supporting text paragraphs 4.55, 4.46, 4.64, 4.73, 4.76 and 4.79	<p><i>Amend paragraphs:</i></p> <p>4.55 The urban expansion of Whitfield was identified as a strategic allocation in the Core Strategy 2010 for the delivery of at least 5,750 new homes. The Whitfield Supplementary Planning Document (SPD)(2011) provides the <u>current</u> planning framework to guide the delivery of the site. The Council is currently working with the main landowners, and <u>and developers and other stakeholders of the site</u> to update the supplementary planning document and <u>masterplan and phasing and delivery strategy</u> to account for changing circumstances since the original SPD was adopted. <u>This will either take the form of an update to the SPD or a master planning process to support an outline application for the remaining land not subject to existing planning consents.</u></p> <p>4.56 Through the Housing and Economic Land Availability Assessment work the Council has also identified an area of land to the north-west of the existing allocation (HELAA Ref:WHI001 <u>and WHI005</u>) and it is proposed to extend the area of the previously identified site to include this land. The additional area of land itself does not provide for significant built development but is mainly to be provided as open space which will serve a number of purposes, including biodiversity mitigation and enhancements, visual and environmental buffer zones, Suitable Alternative Natural Green Space (SANGS) for SAC mitigation and accessible open space to serve the development. This enables an increase in capacity of the existing site, and it is currently estimated this could provide an additional 600 homes. The site as a whole is therefore identified for in the region of 6, 350 homes, with the final number to be determined through an update to the masterplan through the updated SPD, and at detailed design stage, when planning applications are submitted.</p> <p>4.64 Access to Whitfield is currently primarily via junctions with the A2 at Whitfield and with the A256 north of Whitfield near Eastling Down Farm. There are four roads (Singledge Lane, Napchester Road, Sandwich Road and Archers Court Road) which serve as access through the existing village of Whitfield and extending into the rural land beyond as rural lanes, through the urban expansion area. The existing access arrangements are not capable of supporting significant development, and the local roads that extend beyond the existing village are country lanes in character, often without footways, and not suitable for serving an expanded community. A new road network is required to serve the development. The first new access to the site has been provided from the A256 into Phase 1, with Richmond Way forming the first part of the main spine road which will wrap through the entire site and link with a further new access from the A256 at the north of the site, and a new junction from the A2 to the west of the site. Consideration will be given to the closure of the existing A256/Sandwich Road Junction upon opening of the new access. This will be addressed as part of the <u>updated master planning process</u> in the SPD. The main spine road will also form the route through the site for the Dover Fastrack, a rapid bus transit system connecting Whitfield with Dover Town Centre and Dover Priory railway station. The</p>

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AM29 Cont.	SAP1 Supporting text paragraphs 4.55, 4.46, 4.64, 4.73, 4.76 and 4.79	<p>main spine road must be designed as a local distributor road in accordance with the relevant guidance. The proposal will also reduce the A2's barrier effect and allow easier walking and cycling connection between north and south Whitfield. Consideration will need to be given as to whether other existing bus routes should be extended into the site. The development must prioritise cycling and walking, with inter-connectivity between services and facilities provided on site, as well as public realm and open space. Financial contributions in the form of pump-priming will be required to increase the frequency of the Dover Fastrack. In addition, further highway infrastructure improvements are likely to be needed in Dover town to improve the Fastrack Service, for which proportionate contributions will be sought.</p> <p>4.73 The infrastructure delivery and phasing of the site will therefore be monitored and updated through progressive stages of the site's development. The first being through the provision of the updated masterplan, then subsequently at the time of the <u>outline planning applications for each phase of the development.</u> and at the reserved matters application stage</p> <p>4.76 In accordance with Policies SP1 and SP2, the development will be expected to contribute to the Council's strategy for the mitigation and adaption to climate change and to create a development with high quality placemaking and design. Given the long-term delivery of the proposal, the <u>updated masterplan and subsequent planning applications for each phase of development</u> SPD will need to set out a strategy for how the development is seeking to achieve net zero carbon living, and how development can be future proofed to address changes in national standards in this regard.</p> <p>4.79 Each planning application (outline or full) will need to demonstrate how it is compliant with the <u>agreed masterplan SPD</u>, and deviations from that the SPD will need to be justified and supported by evidence that it does not prejudice the implementation of the site as a whole. <u>It is expected that planning applications for the start of Phase 2 of the development (as set out in the existing SPD) will be submitted in advance of the updated masterplan being agreed. If this is the case, these applications will need to comply with the existing SPD.</u></p>
AM30	SAP1 Policy	<p><i>Amend Second paragraph:</i> A revised <u>masterplan Supplementary Planning Document (SPD)</u> will be required, incorporating the proposed extension to the site, to guide the future delivery of the Whitfield urban expansion. This will set out the quantum and distribution of land uses, access, sustainable design and layout principles, in addition to providing an updated phasing and delivery strategy for the whole site, <u>and incorporate garden village principles.</u> This should be prepared by the <u>main landowner and/or developers</u>, working jointly with the Council, and key stakeholders. The masterplan shall be subject to a design review in accordance with Policy PM1. The revised masterplan and development proposals for the site should provide:</p>

Ref	Policy / Paragraph	Modification Proposed
AM30 Cont.		<p><i>Delete criterion i:</i> In accordance with Policy SP13 a wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site;</p> <p><i>Amend criterion h:</i> Ensure appropriate species and habitat surveys are carried out prior to <u>application submission</u> determination.....</p> <p><i>Criterion l to be amended:</i> In addition to the requirements for open space set out in Policy PM3, SANGS must be provided to mitigate potential impacts upon the Lydden and Temple Ewell SAC. Within the 75% ZOI ZOI, the area shall be calculated at 3.6ha per 1000 population and within the 75-90% ZOI the area shall be calculated at 0.72ha/1000 population. Provision must be phased alongside the phasing of housing delivery, and designed to provide a similar visitor experience to the designated sites, in terms of habitats, views and openness, as far as possible;</p> <p><i>Criterion w to be amended:</i> The travel plan for the site should include targets and measures to achieve a modal shift <u>from private car to sustainable travel modes</u> of between 10 and 20%; <u>and should include community engagement with new residents for the Fastrack service, with service updates, opportunities for feedback and incentives for use.</u></p> <p><i>Final paragraph to be amended:</i> In order to ensure that the site is planned and delivered comprehensively, any application for development on part of the site will be assessed against its contribution to the <u>agreed masterplan, phasing and delivery strategy</u> set out in the revised SPD, and will not prejudice the implementation of the site as a whole.</p>
AM31	SAP2 Policy	<p><i>Criterion f and k: to be amended:</i> f The travel plan for the site should include targets and measures to achieve a modal shift <u>from private car to sustainable travel modes</u> of between 10 and 20%;</p>

Ref	Policy / Paragraph	Modification Proposed
AM31 cont.		<p>k Proposals <u>provide on and off-site sustainable transport measures, as set out in Policy T11, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack and development on the site does support and do not prejudice the delivery of the Dover Fastrack.</u></p> <p><i>Delete criterion i:</i> In accordance with Policy SP13 a wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site;</p>
AM32	SAP3 Policy and Figure 4.1	<p><i>Alter site boundary on Figure 4.1 to include pier, marina curve and Council car park but not marina itself.</i></p> <p><i>Amend criteria e, f, m and n:</i></p> <p>e A consideration of the character and context of the area, to ensure that the design <u>is of high quality, and the scale</u> (height and mass) and density of development proposed is well related to its surroundings;</p> <p>f The provision of new, and improvements to existing, pedestrian routes and cycle connections, to improve connectivity within the site and with the Town Centre and wider area <u>and protection of the integrity and setting of the England Coast Path - South East National Trail;</u></p> <p>m A Transport Assessment, in accordance with Policy T12, to identify off-site highway improvements and sustainable transport measures that are necessary to serve the development; and</p> <p>n An assessment of land contamination. This shall be carried out and submitted as part of the planning application and appropriate mitigation measures must be implemented prior to development commencing-; <u>and</u></p> <p><i>Add criterion:</i> <u>o Provide on and off-site sustainable transport measures, as set out in Policy T11, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack.</u></p>



Ref	Policy / Paragraph	Modification Proposed
AM33	SAP4 Policy – and Title before supporting text.	<p><i>Amend Title on Page 115:</i> SAP4 – Dover Western Heights (Citadel)</p> <p><i>Amend title in Policy:</i> Dover Western Heights Fortifications Scheduled Monument and Conservation Area</p> <p><i>Amend criteria b, f, g, and h:</i> b Make a positive contribution to the character and distinctiveness of this significant heritage asset and capitalise on opportunities to reduce risk across the whole site <u>and opportunities to enhance the significance of the heritage asset:</u></p> <p>f Ensure appropriate species and habitat surveys are carried out prior to <u>application submission determination</u>.....</p> <p>g Enhance awareness and accessibility <u>and understanding</u> of this asset for residents and visitors</p> <p>h Improve <u>pedestrian and cycling</u> connectivity between the fortifications and the town, including, where possible, the delivery of links with the town centre, Dover Priory railway station and the Dover waterfront. <u>This includes utilising the Grand Shaft as an important connector between the waterfront and Western Heights and improvements to the PRow network in addition to protection of the integrity and setting of the England Coast Path - South East National Trail;</u></p>
AM34	SAP5 Supporting Text 4.109	<p><i>Amend paragraphs 4.109 and 4.110:</i></p> <p>4.109 Fort Burgoyne has the potential to accommodate new uses, <u>deliver desirable heritage benefits</u> within proposals for its reuse, provided that they are compatible with its status as a scheduled monument. <u>The Council acknowledges the inherent challenges of accommodating new uses within the scheduled structures, but the site offers the potential for mixed uses, which could include leisure, tourism and cultural activities.</u> Development proposals will need to include a long term sustainable vision for investment in the reuse of the fort, supporting local business growth. There is the potential for mixed uses, which could include leisure and tourism.</p> <p>4.110 The site is located within Ground source Protection Zone 3 <u>and land with the potential to be</u> contaminated is registered at <u>within</u> the site and part of the site falls within the AONB. These issues need to be addressed within any proposal.</p>

Ref	Policy / Paragraph	Modification Proposed
AM35	SAP5 Policy	<p><i>Amend criteria f, h, i, j, k and add new criterion:</i></p> <p>f Ensure appropriate species and habitat surveys are carried out prior to <u>application submission</u> determination[...]</p> <p>h <u>Where relevant and achievable provide SuDS A Surface Water Management Strategy to be produced to show how SuDS will be included to manage surface water run-off from the site in accordance with Policy CC6.</u></p> <p>i <u>Include enhancements and public access to the Open Space (subject to appropriate management for biodiversity) within and adjacent to the site. Development within the Open Space which would enhance the overall attraction of the site would be supported. Proposals affecting the recreation ground shall comply with Policy PM5 and Sport England's Playing Field Policy;</u></p> <p>j Development within the boundary of Fort Burgoyne which would have a detrimental impact on the heritage significance, settings, views, biodiversity, character or coherence of the components and elements of this complex, will not be permitted; and</p> <p>k Undertake an assessment of land contamination for the site. This shall be carried out and submitted as part of the planning application and appropriate mitigation measures must be implemented prior to development commencing; and</p> <p><u>l Provide on and off-site sustainable transport measures, as set out in Policy T11, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack.</u></p>
AM36	SAP6 Policy	<p><i>Amend criterion k and add 2 new criteria:</i></p> <p>k An air quality assessment must be carried out in accordance with Policy NE4 and suitable mitigation provided; and</p> <p><u>m On and off-site sustainable transport measures, as set out in Policy T11, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack; and</u></p> <p><u>n Where proposals affect the bowling green, they should be assessed in accordance with Policy PM5 and national policy in relation to protection of open space.</u></p>

Ref	Policy / Paragraph	Modification Proposed
AM37	SAP7 Policy	<p><i>Amend criteria f and g and add new criterion n:</i></p> <p>f A consideration of the character and context of the area, to ensure that the design <u>is of high quality, and the scale</u> (height and mass) and density of development proposed is well related to its surroundings.</p> <p>g The provision of new, and improvements to existing, pedestrian routes and cycle connections, to improve connectivity within the site and with the Town Centre and wider area <u>and protection of the integrity and setting of the England Coast Path - South East National Trail;</u></p> <p><u>n On and off-site sustainable transport measures, as set out in Policy TI1, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack.</u></p>
AM38	SAP8 Policy	<p><i>Amend criteria f and g and add 2 new criteria:</i></p> <p>f The occupation of the development should be phased (where necessary) to align with the delivery of sewerage infrastructure, in liaison with the service provider. Development should provide a connection to the sewerage system at the nearest point of adequate capacity and ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes; and</p> <p>g Due to the urban location of the site, some <u>of the</u> open space requirements in accordance with Policy PM3, shall be provided as off-site contributions to enhance open space in the local area, including the designated areas south of the site.</p> <p><u>h On and off-site sustainable transport measures, as set out in Policy TI1, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack; and</u></p> <p><u>l The provision of new, and/or improvements to existing, pedestrian routes and cycle connections including the PRow network, to improve connectivity within the site and wider area should be provided, where possible.</u></p>
AM39	SAP9 Supporting Text 4.136	<p><i>Amend paragraph 4.136:</i></p> <p>4.136 The built area in this location is wrapped around to the north and south by a large area of open space which is within the Dover & Folkestone Cliffs & Downs BOA and partly designated as a Nature Reserve (High Meadow) with a Local Nature Reserve to the south. The area to the north <u>western part</u> of the site lies in the Kent Downs AONB, and the rest of the site is therefore <u>therefore</u> within the setting of the Kent Downs AONB.</p>

Ref	Policy / Paragraph	Modification Proposed
AM40	SAP9 Policy	<p><i>Add 2 new criteria:</i></p> <p><u>j On and off-site sustainable transport measures, as set out in Policy T11, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack; and</u></p> <p><u>k The provision of new, and/or improvements to existing, pedestrian routes and cycle connections including the PRoW network, to improve connectivity within the site and wider area should be provided, where possible.</u></p>
AM41	SAP10 Policy	<p><i>Amend criterion e:</i></p> <p>e Ensure appropriate species and habitat surveys are carried out prior to <u>application submission</u> determination.....</p>
AM42	SAP11 Policy	<p><i>Amend criteria e, h and i and add 2 new criteria:</i></p> <p>e Ensure appropriate species and habitat surveys are carried out prior to <u>application submission</u> determination.....</p> <p>h An assessment of land contamination for the site shall be carried out and submitted as part of the planning application and appropriate mitigation measures must be implemented prior to development commencing; and</p> <p>i Open space and community facility requirements in accordance with Policies PM3 & PM6 <u>Policies PM3 & PM6</u>, shall be provided on-site, unless it can be demonstrated that these requirements can be met by existing facilities elsewhere or that off-site contributions from the development to upgrade or enhance some/all of those existing facilities would adequately meet the needs of the development-;</p> <p><u>j On and off-site sustainable transport measures, as set out in Policy T11, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack; and</u></p> <p><u>k The provision of new, and/or improvements to existing, pedestrian routes and cycle connections including the PRoW network, to improve connectivity within the site and wider area should be provided, where possible.</u></p>

Ref	Policy / Paragraph	Modification Proposed
AM43	SAP12 Policy	<p><i>Add new criterion k:</i> <u>k On and off-site sustainable transport measures, as set out in Policy TI1, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack.</u></p>
AM44	SAP13 Policy	<p><i>DOV019 – Add to Site-specific issues and requirements:</i> <u>The integrity and setting of the England Coast Path - South East National Trail must be preserved.</u></p> <p><i>DOV022c – Add to Site-specific issues and requirements:</i> <u>Consideration must be given to providing connections to the wider movement network for pedestrians and cyclists, and specifically those related to sites SAP8 and SAP9.</u></p>
AM45	SAP14 Policy	<p><i>Amend criterion c:</i> c Ensure appropriate species and habitat surveys are carried out prior to <u>application submission</u> determination.....</p>
AM46	SAP16 Policy	<p><i>GTM003– Add to Site-specific issues and requirements:</i> <u>Consideration must be given to providing connections to the PRoW network.</u></p>
AM47	SAP17 Policy	<p><i>Replace criterion e:</i> e In accordance with Policy SP13, a wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site; Due to the proximity of the site to the Thanet Coast and Sandwich Bay SPA and Ramsar, a project level HRA is required. The HRA should consider the potential impact pathway for non-physical disturbance and the relevant avoidance or mitigation measures required in line with Strategic Policy SP13. Development will be required to demonstrate the provision of suitable best practice construction measures, including detailed site-specific working methods and sensitive timings of work, as part of a Construction Environmental Management Plan;</p> <p><i>Amend criterion f:</i> f Ensure appropriate species and habitat surveys are carried out prior to <u>application submission</u> determination.....</p> <p><i>Include additional criterion h:</i> <u>The integrity and setting of the England Coast Path - South East National Trail must be preserved and enhanced, and consideration given to the connections to the wider movement network for pedestrians and cyclists;</u></p>

Ref	Policy / Paragraph	Modification Proposed
AM48	SAP18 Policy	<i>Amend criterion f:</i> f Ensure appropriate species and habitat surveys are carried out prior to <u>application submission</u> determination
AM49	SAP21 Policy	<i>Amend criterion b:</i> b. The hedgerow along the Deal Road frontage should be maintained and enhanced, with the exception of removal needed need to provide suitable <u>accesses</u> , which shall be kept to the minimum needed to provide the required sight lines; <i>Amend criterion i:</i> i. Provision for the land safeguarded for education provision to be transferred to the local education authority at nil cost shall be provided within the planning permission for the residential development, which shall be in lieu of the contributions for new <u>secondary school</u> places normally required by <u>through</u> policy SP11.
AM50	SAP22 Policy	<i>Amend criterion d:</i> The layout of the scheme should provide a sufficient buffer between the existing mature trees on the site and residential properties, to ensure appropriate residential amenity for future residents and the protection of existing trees once the site is developed <u>and should be informed by a Landscape and Visual Impact Assessment</u> ; <i>Delete criterion h:</i> Environment assessment study required to address any potential impact on the Sandwich Bay SPA and Ramsar;
AM51	SAP24 supporting text paragraphs 4.200 – 4.201	<i>Amend paragraphs 4.200 – 4.201 and add new paragraphs:</i> 4.200 Through the Housing and Economic Land Availability Assessment work the Council has identified a strategic development site to the south of Aylesham (HELAA Ref: AYL003) for the delivery of approximately 640 new homes. The site sits adjacent to the existing settlement boundary and offers a logical extension to the south of Aylesham in line with the original Abercrombie masterplan. <i>(insert paragraph break)</i> <u>4.201</u> The site is well connected and located within 10 minute’s walk from both Aylesham and Snowdown Train Stations and Aylesham Centre. The site slopes from west to east and towards the centre with the highest point at the north western corner and the lowest point around the existing Ackholt House to the east. The AONB and Womenswold Conservation Area are to the west and there is a block of Ancient Woodland (Ackholt Wood) in the centre of the site, with strong lines of hedgerows to the boundary of the site. The site also lies in a Groundwater Protection Zone. 4.201 Strategic Site Allocations Policy 24 allocates this site for development in accordance with the growth and settlement strategy set out in the Plan.

Ref	Policy / Paragraph	Modification Proposed
AM51 Cont.		<p><u>4.202 Due to the strategic nature of the proposals, a masterplan for the site is required to set out the quantum and distribution of land uses, access, sustainable design and layout principles. This should be prepared by the landowner/developer, working jointly with the Council and key stakeholders. The policy below sets out the detailed requirements for this masterplan.</u></p> <p><u>4.203 When considering the masterplan of this site, it will be important to take into account the status and stage of the emerging Canterbury District Local Plan. Canterbury City Council's Regulation 18 Local Plan (October 2022) proposed housing and country park allocations to the south of this site. If these plans progress towards adopted site allocation policies, it will be critical that the masterplan for this site includes appropriate connectivity between the two areas, particularly in terms of sustainable transport and ecology, to ensure that a holistic development is created in accordance with good placemaking principles. This may result in the need to be flexible regarding the provision of the landscape buffer to the south and west of the site.</u></p> <p><u>4.204 An indicative site plan is provided below for context-, but does not take into account potential proposals mentioned above due to the current stage of the emerging Canterbury District Local Plan.</u></p>
AM52	SAP24 Figure 4.6 Indicative Development Strategy	<i>Amend key on figure 4.6 to make clear the purple area is Policy SAP25 employment allocation on indicative plan for SAP24. Shown for information only</i>
AM53	SAP24 Policy	<p><i>Amend criteria c, k and m and delete criterion o:</i></p> <p>C Employment opportunities, community facilities and a new small convenience shop in an accessible location to meet the day-to-day convenience shopping needs of new residents;</p> <p>k Protection and enhancement of the area of ancient woodland identified onsite (Ackholt Woods). This should include at least a 15 <u>20</u> metre buffer zone around the wood to avoid root damage and protect the ancient woodland. The buffer zone should consist of semi-natural habitat such as woodland, be planted with local and appropriate native species, contribute to wider ecological networks and form part of the green infrastructure provision on the site. A tree survey and ecological survey must be carried out in advance of a planning application on the site;</p> <p>m Ensure appropriate species and habitat surveys are carried out prior to <u>application submission</u> determination[.....]</p>

Ref	Policy / Paragraph	Modification Proposed
		o In accordance with Policy SP13 a wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site;
AM54	SAP25 Policy	<p><i>Amend criteria c and e:</i></p> <p>c Ensure appropriate species and habitat surveys are carried out prior to <u>application submission</u> determination.....</p> <p>e Pedestrian and cycle links which connect to and extend and enhance existing routes and/or provide new routes to Aylesham railway station shall <u>must be provided</u> and improvements to the Public Right of Way network to increase connectivity in the area should be provided, where possible;</p>
AM55	SAP26 Policy	<p><i>Amend criteria c, d, g and h:</i></p> <p>c <u>Ensure appropriate, species and habitat surveys are carried out prior to application submission. Survey results will inform layout and design and the overall development capacity, to avoid ecological impacts in accordance with the mitigation hierarchy and to inform on site ecological mitigation, compensation and enhancement measures and proposals for effective implementation, management and monitoring of all such measures.</u> Consideration will be to be made regarding the quality and condition of trees and hedgerows within the site. Detailed proposals should aim to protect those of importance and incorporate them in the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement;</p> <p>d A Landscape and Visual Impact Assessment is required to identify appropriate landscape buffers and structural planting to mitigate the impact of development on the wider countryside. This is expected to include the retention and enhancement of the existing trees and hedgerows around the site, informed by a Tree Survey, and a <u>A planting scheme is to be provided along the northern boundary adjacent to Holt Street to mitigate the impact on the AONB and the open views across to the site. Detailed proposals should aim to protect trees of importance and incorporate them in the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement</u> A buffer to the southern boundary shall be provided in order to protect the Ancient Woodland;</p> <p>g Ensure appropriate species and habitat surveys are carried out prior to determination. Survey results will inform layout and design to avoid ecological impacts in accordance with the mitigation hierarchy and to inform on site ecological mitigation, compensation and enhancement measures and proposals for effective implementation, management and</p>

Ref	Policy / Paragraph	Modification Proposed
AM55 Cont.	SAP26 Policy cont.	<p>monitoring of all such measures; <u>Protection and enhancement of the areas of ancient woodland near the site. This should include at least a 50 metre buffer zone around the wood to avoid root damage and protect the ancient woodland, unless it can be demonstrated that a smaller buffer would suffice. The buffer zone should consist of semi-natural habitat such as woodland, be planted with local and appropriate native species, contribute to wider ecological networks;</u></p> <p>h In accordance with Policy SP13, a wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site; Improvements to the Public Rights of Way network to increase connectivity in the area should be provided, where possible;</p>
AM56	SAP27 Policy	<p><i>Add the following in the 'Site-specific issues and requirements column':</i></p> <p><u>Arboricultural Impact Assessment / Tree Surveys are required which should demonstrate how factors such as root protection have been given consideration through the design process.</u></p>
AM57	Local Centres Introduction Paragraphs 4.209, 4.211 and 4.212	<p><i>Correct fourth sentence of paragraph 4.209:</i> Shepherdswell is located to the north of Dover, just to the west<u>east</u> of the A2 on the border with Canterbury District.</p> <p><i>Amend final sentence of paragraph 4.211:</i> Shepherdswell, Eythorne and A pit village was developed at Elvington their roots in <u>providing accommodation for the influx of miner workers servicing the short-lived East Kent coalfields.</u></p> <p><i>Amend final sentence of paragraph 4.212:</i> This heritage line, which was originally built to serve the collieries colliery at Tilmanstone and link to the mainline, provides a 2 mile long tourist service to Shepherdswell, Eythorne, Elvington and Shepherdswell are also on the Miner's Way Trail, a walking trail which links up the coalfield parishes of East Kent.</p>



Ref	Policy / Paragraph	Modification Proposed
AM58	SAP28 Supporting text 4.217, 4.220 and 4.222	<p><i>Amend paragraph 4.217, 4.220 and 4.222:</i></p> <p>4.217 Eythorne has two parts, each with their own settlement confines, bisected by the East Kent Light Railway Line. This heritage railway line was originally built to serve the <u>collieries colliery at Tilmanstone</u> and link to the mainline, and now provides a two mile long tourist service to Shepherdswell which operates a few times a year. The larger part of the settlement contains a Conservation Area. This designation overlaps with the boundary of the Historic Park and Garden designation covering Waldershare Park, which is located immediately to the south of Eythorne.</p> <p>4.220 Eythorne and Elvington were previously identified as villages in Policy CP1 of the Core Strategy (2010). However, the Settlement Hierarchy study conducted by the Council shows that both these settlements score well in relation to the number of services and facilities provided. Given this, as part of the Council's strategy for the rural area it is proposed to grow the villages of Eythorne and Elvington to <u>create a new local centre in the District. strengthen the settlements' roles as local centres, with new services and facilities to be delivered alongside new homes.</u></p> <p>4.222 The site sits centrally between Eythorne and Elvington, adjacent to the existing settlement boundary of <u>Elvington</u> and connects these two settlements that already share a number of services and facilities. The site is well connected, with Elvington to the north, Eythorne to the south and the Pike Road Industrial Estate to the east. Immediately adjacent to the site, to the south/ south-west, lies the Tilmanstone Colliery Welfare Sports Ground which is designated open space and comprises two full sized football pitches and a cricket pitch with associated parking; and Wigmore Lane Woods which is also designated open space. The site slopes from north to south, with strong lines of hedgerows to the boundary of the site. <u>It is located within 1km of known Turtle Dove territory, a priority species.</u> The area to the south east of the site has been identified as being at risk of surface water flooding and suitable investigation and mitigation will therefore be required.</p>



Ref	Policy / Paragraph	Modification Proposed
AM59	SAP28 Policy	<p><i>Amend third paragraph:</i></p> <p>A masterplan is required for the site <u>which should</u> to set out the quantum and distribution of land uses, access, sustainable design and layout principles <u>and a phasing and implementation strategy</u>. This should be prepared jointly by the landowners/developers working with key stakeholders. Any application for development should be preceded by, and consistent with, the agreed <u>masterplan</u>. The masterplan shall be subject to a design review in accordance with Policy PM1.</p> <p><i>Amend criteria c, d and k:</i></p> <p>c community facilities, employment opportunities <u>such as office/work hubs</u>, and a new small convenience shop in an accessible location to meet the day-to-day convenience shopping needs of new residents</p> <p>d Formal and informal open spaces for leisure and recreation, including play areas, sports fields, allotments and community orchards, or enhancements to nearby facilities, to meet the needs of the development. Where possible open spaces should be multi-functional contributing to wider ecological networks and the provision of sustainable drainage, and should be: accessible to new and existing communities; provide upgraded routes for walkers and cyclists; improve connections between and enhancements to existing habitats; provide safe routes for wildlife, protecting and enhancing wildlife assets, <u>including the nesting and foraging habitats of turtle doves</u>;</p> <p>k <u>The layout of the development should be informed by a Landscape and Visual Impact Assessment, which should also inform the detailed provision of a</u> generous landscape buffer to the north/north-west of the site, determined by a landscape Visual Impact Assessment, to minimise visual impact on the surrounding landscape. Existing landscape features such as hedgerows, trees and field boundaries shall be maintained and incorporated into the design and layout of the development, except <u>where necessary</u> to provide suitable access;</p> <p><i>replace criterion n:</i></p> <p>A wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site; <u>n ensure appropriate species and habitat surveys are carried out prior to determination. Survey results will inform layout and design to avoid ecological impacts in accordance with the mitigation hierarchy and to inform on-site ecological mitigation, compensation and enhancement measures and proposals for effective implementation, management and monitoring of all such measures.</u></p>



Ref	Policy / Paragraph	Modification Proposed
AM60	SAP33 Policy (EAS009)	<p><i>Amend Site-specific issues and requirements:</i></p> <p>Existing trees and hedgerows should be retained and enhanced where possible and an appropriate landscape buffer provided along the northern <u>and south-eastern</u> boundaries of the site. <u>Access to the site should be from Church Street.</u></p>
AM61	SAP34 Policy	<p><i>Amend criteria e and g and delete h:</i></p> <p>e <u>Include provision for advanced tree planting.</u> This should be undertaken on-site <u>prior to the commencement of development or at the time the development of the site commences</u>, to ensure trees are established and have reached maturity prior to the completion of the development, to mitigate the impact on the AONB.</p> <p>g <u>Pedestrian and cycle connections to the neighbouring open space should be provided where possible. In addition, improvements and/or connections to the Public Right of Way and Bridleway network should be provided, where possible.</u></p> <p>h A wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site;</p>
AM62	SAP36 Policy	<p><i>Amend criteria a and g and replace f:</i></p> <p>a The existing trees along the southern <u>boundary border</u> of the site are to be maintained <u>retained</u> and enhanced [...]</p> <p>g Ensure appropriate species and habitat surveys are carried out prior to <u>application submission</u> determination[...]</p> <p>f A wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site; Improvements to the Public Right of Way network to increase connectivity in the area and connection to North Downs Way should be provided, where possible.</p>
AM63	SAP37 Policy (SHE008)	<p><i>Amend Site-specific issues and requirements column in SAP37 for SHE008:</i></p> <p><u>Improvements required to PRoW ER81, which is within the site boundary.</u></p>



Ref	Policy / Paragraph	Modification Proposed
AM64	SAP38 supporting text 4.250	<i>Amend paragraph 4.250:</i> The western half of the site falls within the Kent Downs AONB and <u>South Foreland Dover-Heritage Coast designations</u> . A short distance to the south lies the Dover to Kingsdown Cliff SSSI and SAC. A small area of <u>land with the potential to be contaminated</u> land is situated within the western half of the site.
AM65	SAP38 Policy	<i>Amend criterion b iii:</i> Include provision for advanced tree planting. This should be undertaken on-site <u>prior to the commencement of development</u> at the time development of the site commences to ensure trees are established and have reached maturity prior to the completion of the development, to mitigate the impact on the AONB;
AM66	SAP39 Policy	<i>Amend criterion g:</i> g The design and layout of the site should provide <u>connections and improvements</u> to the PROW <u>along the western boundary</u> to the west ;
AM67	SAP40 Policy (STM010)	<i>Amend Site-specific issues and requirements column in SAP40 for STM010:</i> <u>The Site is in the Kent Downs AONB and South Foreland Heritage Coast. In order to minimise any impact on these protected landscapes, built development should be limited in extent, located in the lower part of the site along the road frontage with The Drove way only, and should comprise a maximum of 10 dwellings. A Landscape and Visual Impact Assessment, to include topographical details of existing and proposed ground levels, should be submitted as part of any planning application, in order to mitigate the impact of development on the AONB, the Heritage Coast, the Dover to Kingsdown Cliffs SAC and the wider countryside, including long views to and from the Grade II* listed Dover Patrol Memorial, and to identify appropriate building ridge heights, and generous landscape buffers to the south and east. Such buffer zones should consist of semi-natural habitat such as woodland, be planted with local and native species appropriate to the setting of this site, and contribute to wider ecological networks.</u> Development and any scheme coming forward on this site <u>Development and any scheme coming forward on this site should be designed to provide an appropriate transition to the wider countryside, with particular regard to the site's sensitive location, with the Kent Downs AONB in respect of scale, ridge heights, mass, form, materials and colour palette.</u> Existing trees and hedgerows should be retained and enhanced, <u>informed by a Tree Survey, including the woodland in the south-western corner of the site, and the trees and hedgerows along the frontage with The Drove way with the exception of removal needed to provide suitable accesses, which shall be kept to the minimum necessary to provide the required sight lines,</u> and an appropriate landscape buffer provided to mitigate the impact of development on the AONB.

Ref	Policy / Paragraph	Modification Proposed
		<p><u>Opportunities should be identified for biodiversity habitat creation and enhancement. Development should not commence until a Landscape Plan has been agreed, in order to ensure that the landscaping proposed for this site contributes to wider ecological networks and the enhancement of the Dover and Folkestone Cliffs and Downs. The site is within a Biodiversity Opportunity Area in which it is located.</u></p> <p><u>An Archaeological Assessment is required in order to avoid any harm to any archaeological assets identified through the assessment.</u></p> <p>A Flood Risk Assessment is required. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.</p>
AM68	SAP41 supporting text paragraphs 4.256, 4.257, 4.258 and 4.259	<p><i>Remove = sign after all 4 paragraph numbers</i></p> <p><i>Amend paragraph 4.257:</i> To the west of the site is Miller Close, a residential area consisting of two storey modern dwellings. There is an area of open grass to the south of the site proposed for residential housing. SAP42 (WIN003) lies opposite this site to the south across Staple Road. To the north and north-east of the site is open countryside and there a mix of with a chalet bungalow and light industrial units to the east.</p>
AM69	SAP41 Policy	<p><i>Amend criterion f and delete criterion g:</i></p> <p>f The design and layout of the site should retain and enhance the <u>existing PROW that crosses the site to increase connectivity in the area;</u></p> <p>g A wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site;</p>
AM70	SAP43 Policy	<p><i>Amend 'site specific issues and requirements' to insert the following:</i> <u>Provide a pedestrian connection from the site to the existing footway on the opposite side of Short Lane.</u></p>

Ref	Policy / Paragraph	Modification Proposed
AM71	SAP44 Policy	<p><i>Amend Criteria d, e and i:</i></p> <p>d Primary vehicular, pedestrian and cycle access to the site shall be provided from Capel Street. <u>Primary vehicular</u> access should not be taken from Cauldham lane.</p> <p>e A wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site; <u>Improvements and/or connections to the Public Right of Way and Bridleway network should be provided, where possible.</u></p> <p>i A Transport Assessment is required in accordance with Policy TI2 to identify off-site highway improvements and sustainable transport measures that are necessary to serve the development. The transport assessment must consider and identify mitigation for the Capel Street/Dover Road <u>junction</u> also taking into account the cumulative impact of other sites allocated in this Plan; and</p>
AM72	SAP45 Policy	<p><i>Amend first row of table, column 3:</i></p> <p>Site specific–issues <u>and requirements</u></p>
AM73	SAP45 Policy (CAP011)	<p><i>Amend ‘site specific–issues and requirements’ in CAP011 to delete the following which is duplicated elsewhere in the policy:</i></p> <p>‘Existing trees and hedgerows along the site boundary should be retained and enhanced’.</p> <p><i>Amend ‘site specific–issues <u>and requirements</u>’ to insert:</i></p> <p><u>A site-specific Flood Risk Assessment is required to address the issue of surface water flooding.</u></p>
AM74	SAP45 Policy (CAP013)	<p><i>Amend the following sentence ‘site specific–issues <u>and requirements</u>’:</i></p> <p>Existing trees and hedgerows along the boundary of the site should be retained and enhanced to provide an appropriate landscape buffer to mitigate the impact of development on the AONB <u>and the adjacent Public Right of Way ER253.</u> <u>Improvements and/or connections to the Public Right of Way and Bridleway network should be provided, where possible.</u></p>
AM75	SAP46 supporting text 4.275	<p><i>Insert at the end of paragraph 4.275:</i></p> <p><u>The site is also within a Groundwater Source Protection Zone 2.</u></p>

Ref	Policy / Paragraph	Modification Proposed
AM76	SAP46 Policy	<p><i>Amend Policy criteria a-j and renumber them as follows:</i></p> <p>a Development should be focused in the southern part of the site <u>with the fronting onto The Street.</u> The northern and north-western part of the site should remaining undeveloped; to and be retained as a landscape buffer and/or open space to mitigate the impact of development on the wider countryside. This should be determined by a Landscape Visual Impact Assessment;</p> <p>b Development should be low density and sensitively designed to respect the character of the area and to allow transition to the rural landscape;</p> <p>c A generous landscape buffer and structural planting, determined by a Landscape Visual Impact Assessment is required to mitigate the impact of development on the wider countryside;</p> <p>¶ c <u>d</u> The existing trees/hedgerows in the site <u>(including the woodland to the south of the site)</u> and around the boundary of the site are to be maintained and enhanced where necessary to provide screening to mitigate the impact of development on the countryside. <u>Incorporating those important trees/hedgerows in the overall design of the development will also provide opportunities for biodiversity habitat creation and enhancement;</u></p> <p>e Consideration will be to be made regarding the quality and condition of trees and hedgerows within the site. Detailed proposals should aim to protect those of importance and incorporate them in the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement;</p> <p>¶ d <u>f</u> Primary vehicular, pedestrian and cycle access to the site shall be provided from <u>The Street</u>/East Langdon Road, with the existing road to be widened at access point;</p> <p>g <u>e</u> Include a review of 20mph speed limit extent including appropriate gateway feature on The Street;</p> <p>h <u>f</u> Investigate, and where possible deliver, the need for improvements to the local rural road network;</p> <p>i <u>g</u> Provide pedestrian and cycle connections to Landon Playing Field and <u>(along The Street) to the Parish/Village Hall and Langdon Primary School, in addition to connections and enhancements to the PROW ER44/45/47;</u></p>

Ref	Policy / Paragraph	Modification Proposed
AM76 Cont.	SAP46 Policy Cont.	<p>j A wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site;</p> <p><i>Amend criteria numbering of existing k-o to reflect above changes (They will become h-l)</i></p> <p><i>Amend current criterion o:</i> <u>Open space requirements in accordance with Policy PM3, shall be provided. Due to the location in adjacent to existing open space and equipped play infrastructure in Langdon Playing Field, this scheme should seek to provide extensions and/or enhancements to those facilities, where appropriate.</u></p>
AM77	SAP47 Policy	<p><i>Amend criterion a:</i> <u>Development should avoid harm to the significance of the Grade II* Listed church and should be sensitive to the setting of the church, and the adjacent farmstead which is as a group of historic buildings with rural / agricultural function.</u></p> <p><i>Amend criterion g:</i> An uncontrolled pedestrian crossing where PROW ER116 joins Canterbury Road, is required to provide access to eastbound <u>westbound</u> bus stop. <u>In addition, proposals should provide connections and enhancements to ER116 and ER115, where possible.</u></p> <p><i>Delete criterion h:</i> A wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site;</p>
AM78	SAP48 supporting text 4.281	<p><i>Amend paragraph 4.281:</i> The site is located to the north of Preston settlement area. The site is a collection of three flat fields which together are roughly rectangular in shape. At present, the western field of the site is predominately brownfield with light industrial units, the central field is arable and the eastern one a holiday caravan park. The site is bounded by a mixture of mature trees and hedgerows to the east and north that provide containment to the central and eastern fields. The western field has an area of open space which is exposed on its western boundary to the larger field beyond.</p>



Ref	Policy / Paragraph	Modification Proposed
AM79	SAP48 Policy	<p><i>Amend criterion f:</i> f Footway connections are required with Red Phippen Lane and along Stourmouth Road, where feasible. <u>In addition, proposals should provide connections and enhancements to PROW EE480, where possible.</u></p> <p><i>Delete criterion g:</i> A wintering bird survey must be undertaken in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site;</p>
AM80	SAP49 Policy (WOR006)	<p><i>Insert the following within 'Site-Specific issues and requirements':</i> <u>Improvements and/or connections to the Public Right of Way and Bridleway network should be provided, where possible. Heritage Assessment is required.</u></p>
AM81	SAP49 Policy (WOR009)	<p><i>Insert the following within 'Site-Specific issues and requirements':</i> <u>Improvements and/or connections to the Public Right of Way and Bridleway network should be provided, where possible.</u></p>
AM82	SAP52 supporting text 4.296	<p><i>Amend paragraph 4.296:</i> The site is a rectangular in <u>shape</u> shaped and flat with mature trees and hedgerows along the eastern and northern boundaries, with the rear of residential properties along the southern and a road along the western <u>boundaries</u>. <u>It is located within 1km of known Turtle Dove territory, a priority species.</u></p>
AM83	SAP52 Policy	<p><i>Amend criteria a and delete b:</i></p> <p>a An appropriate landscape buffer and structural planting, determined by a Landscape and Visual Impact Assessment is required to mitigate the impact of development on the wider countryside and <u>to provide opportunities for biodiversity habitat creation and enhancement, including the nesting and foraging habitats of turtle doves. This shall include the retention and enhancement of the existing trees and hedgerows around the site boundaries.</u></p> <p>b Consideration will be to be made regarding the quality and condition of trees and hedgerows within the site. Detailed proposals should aim to protect those of importance and incorporate them in the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement</p>



Ref	Policy / Paragraph	Modification Proposed
AM84	SAP55 (WOO006)	<i>Amend first sentence within Site-Specific issues and requirements:</i> <u>In accordance with Policy SP13, a wintering bird survey is required in advance of a planning application on the site. If the bird survey identifies that the development will exceed the threshold of significance, mitigation will be required. A suitable scheme of mitigation will need to be submitted with the planning application for the site.</u>

Ref	Policy / Paragraph	Modification Proposed
DEVELOPMENT MANAGEMENT POLICIES		
5. Climate Change		
AM85	CC5 Policy	<i>Amend final paragraph of Policy CC5:</i> Where development does go ahead, all floor levels for living and sleeping accommodation should be set at a minimum of 300mm and 600mm above the <u>design</u> flood level for Flood Zones 2 and 3 respectively, including an allowance for climate change.
AM86	CC6 Implementation paragraph 5.45	<i>Add new paragraph after 5.45:</i> <u>It should be noted that there is a requirement under the terms of the Land Drainage Act (1991) and associated byelaws for the permission of the River Stour IDB to be obtained for any works affecting any watercourse within the Drainage District (which also includes land outside of Dover district).</u>
AM87	CC7 Implementation Paragraph 5.50	<i>Add to end of paragraph 5.50:</i> <u>Permeable surfacing may be permitted for isolated areas of hardstanding such as driveways and patios. However, this will only be the case where runoff from other hardstanding does not drain to this permeable surfacing. Non permeable surfacing will not be permitted.</u>



Ref	Policy / Paragraph	Modification Proposed
	6. Place Making	
AM88	PM1 Policy	<p><i>Amend 3a:</i> Integrate into existing areas of the District, be well connected with all transport modes <u>such as providing high quality pedestrian and cycle infrastructure (to LTN1/20 Standard¹), including PRow connections, and prioritise sustainable transport choices.</u></p> <p><i>Amend 4e:</i> ...Swift bricks boxes...</p>
AM89	PM1 Implementation 6.17	<p><i>Insert at the end of 6.17:</i> <u>Where appropriate, development briefs will be prepared and adopted to help guide new development. These can have the advantage of ensuring that heritage context and distinctiveness is properly understood and embedded in the planning of a site.</u></p>
AM90	PM6 Policy	<p><i>Amend paragraph 3 of part 1:</i> Development proposals which seek to retain, enhance and maintain community facilities and services that make a positive contribution to the social or cultural life of a community, <u>including through the shared use of facilities,</u> will also be supported.</p> <p><i>Amend paragraph 2 in part 2:</i> Across the district as a whole, planning permission will only be granted for proposals involving the loss or change of use of community services or facilities in the following <u>exceptional</u> circumstances.</p>
AM91	Policy PM6 Implementation paragraph 6.98	<p><i>Amend paragraph 6.98:</i> Where there is an identified need for new on-site services and facilities, they should <u>be</u> planned and delivered in liaison with the relevant stakeholders and service providers to ensure that the provision is supplied in a way that meets their requirements and supports sustainability and maximises the potential for the shared use of a facility.</p>

¹ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/cycle-infrastructure-design-ltn-1-20)

Ref	Policy / Paragraph	Modification Proposed
	7. New Homes	
AM92	Policy H2 Implementation paragraph 7.18	<i>Amend paragraph 7.18:</i> In assessing the scale and extent of any proposed local needs housing, account should also be taken of affordable housing already planned in the parish or nearby area, including sites with existing planning permissions and sites allocated in this Local Plan. In addition, it will be particularly important given the exception nature of such schemes, that protecting that proposals conserve the landscape setting of the proposed site character and do not have an adverse impact on the living conditions of any nearby residents, and ensuring the suitability of the local road network for the development proposed underpin the design, layout and scale of any scheme proposed. <u>Other factors such as the capacity of the rural road network and potential connections to sustainable modes of transport will be considered.</u>
AM93	Policy H3 Justification paragraph 7.25	<i>Amend paragraph 7.25:</i> Existing permitted and tolerated Gypsy and Traveller sites have been assessed for their availability and capacity to accommodate additional pitches. In assessing the capacity for pitches on a site, the Council <u>has</u> considered the need to accommodate enough space for structures <u>(such as an amenity building and hard surfaces for parking)</u> to provide a semi-permanent base whilst also accommodating the need to travel. The Council's site assessment considered that a pitch would accommodate a static caravan <u>(or a twin-unit mobile home which meets the definition of a caravan)</u> , a tourer, an amenity <u>building shed</u> , and space for a <u>commercial vehicle and a car</u> . In terms of an acceptable density of pitches on a site an approach of 18 pitches per hectare (or one pitch being 0.06 of a hectare) was applied.
AM94	H3 Policy	<i>Amend criterion b:</i> b The proposal would <u>recognises the intrinsic character and beauty of the countryside and protects or conserve and enhances the character and appearance of the landscape in accordance with Policy NE2.</u> and The proposal must be well-screened by existing or additional native vegetation and physically contained by landscaping. This screening should be maintained permanently, and while additional planting could supplement existing landscaping, it should not be used as the only way the impact of new development is mitigated. High fences and walls will not be acceptable for the purposes of screening;



Ref	Policy / Paragraph	Modification Proposed
AM95	Policy H3 Implementation Paragraph 7.30	<i>Amend paragraph 7.30:</i> Sites should be planned to ensure provision of good quality living accommodation <u>for new and existing occupiers. Details such as the proximity of commercial vehicles or parking areas to existing neighbours will be considered.</u> The local environment, such as noise, vibration, dust, lighting, flooding, and air quality, should also be taken into account for the residents and for neighbouring uses. Where cesspools or sewage tanks are planned on-site, the reason for not connecting to the main sewage system will need to be fully justified.
AM96	H4 Policy	<i>Amend criteria c, f, h, i and o:</i> c The site has <u>safe and suitable good</u> access to the road network, and there is sufficient car parking provision for residents and visitors <u>in accordance with Policy TI3</u> ; f The proposal would <u>recognise the intrinsic character and beauty of the countryside and protect</u> conserve and enhance landscape <u>the character of the landscape and biodiversity in accordance with other Policies in this Plan</u> ; h The proposal must be well-screened by existing or additional native vegetation and physically contained by landscaping. This screening should be maintained permanently, and while additional planting could supplement existing landscaping, it should not be used as the only way the impact of new development is mitigated. High fences and walls will not be acceptable for the purposes of screening; i The proposal is well designed and laid out, ensuring suitable spacing between pitches and shared facilities and the provision of amenity space <u>(including play space for children)</u> and soft landscaping; minimising the use of hard landscaping. Proposals for amenity blocks <u>buildings</u> and dayrooms must be of an appropriate scale and design; o New sites, or the enlargement of existing sites, are of a scale appropriate to their surroundings and would not individually or cumulatively dominate the nearest settled community, cause significant visual harm to an area and its landscape, or unduly impact on the capacity of local services <u>or infrastructure</u> .



Ref	Policy / Paragraph	Modification Proposed
AM97	Policy H4 Implementation Paragraph 7.40	<i>Amend paragraph 7.40:</i> 7.40 Site layout plans should be submitted to identify how the proposal will be accommodated on the site. A Design and Access Statement <u>which sets out how the policy criterion have been considered in the proposals and landscape plan to demonstrate that appropriate landscaping is to be provided on site</u> will also be required. <u>Sites should be planned to ensure provision of good quality living accommodation for new and existing occupiers. Details such as the proximity of commercial vehicles or parking areas to existing neighbours will be considered. The local environment, such as noise, vibration, dust, lighting, flooding, and air quality, should also be taken into account for the residents and for neighbouring uses. Where cesspools or sewage tanks are planned on-site, the reason for not connecting to the main sewage system will need to be fully justified.</u>
8. Employment and Local Economy		
AM98	Policy E4 supporting text Paragraphs 8.39 and 8.40	<i>Amend paragraphs 8.39 and 8.40 and add new:</i> 8.39 White Cliffs Country has over 100 recognised visitor attractions, which are currently history and heritage focused, supported by leisure and activity, as well as culture. By allowing these existing attractions to fulfil their full capabilities and encouraging new and creative tourism opportunities, we can further increase the tourism contribution to the local economy. <u>The aim of this Plan is therefore to enhance sustainable tourism in the District.</u> 8.40 A broad range of accommodation, both serviced and self-catering is needed to meet the tourism requirements <u>across the District. in sustainable locations. The aim of this Plan is therefore to enhance the sustainable tourism, encouraging a choice of transport options for visitors and employees.</u> Visitor accommodation in the District has been heavily dominated by the self-catering market. The Plan therefore seeks to enable more serviced hotels and Bed and Breakfast accommodation, as well as continuing to expand and diversify the self-catering market. <u>Major tourism proposals should be located in areas of the District that can be accessed by a range of means of transport, whilst recognising that the rural areas of the District are in themselves a main attractor for tourism, and provide opportunities to expand and enhance the offer. The policy seeks to address this balance identifying locations where specific types of tourism facilities and accommodation will be supported. It is also recognised that poorly controlled tourist development can damage the character of the environment that attracts tourist in the first place, so proposals must be appropriate for the local area in which they are proposed.</u>
9. Retail and Town Centre – No Modifications Proposed		

Ref	Policy / Paragraph	Modification Proposed
	10. Transport and Infrastructure	
AM99	TI1 Policy	<i>Amend criterion e:</i> Contribute to sustainable transport proposals including off-site improvements to cycling and walking routes and public transport facilities <u>including complimentary infrastructure such as bus shelters</u> , and to proposals within the Dover Infrastructure Delivery Plan; and
AM100	TI1 Implementation paragraph 10.6	<i>Add new paragraph after 10.6:</i> <u>Sustainable transport proposals, including for complimentary infrastructure, should take into account the latest available information with regards to improvement projects, detailed within the Infrastructure Delivery Plan or other relevant documents such as walking and cycling audits. In addition, future maintenance of such infrastructure must be secured and evidenced, for example through maintenance contracts with a private management company. With regards to safeguarding of the PRow network, the Rights of Way Improvement Plan 2018 – 2028 (ROWIP) should be reviewed as part of any proposals which may affect the network.</u>
AM101	TI2 Implementation Paragraphs 10.11, 10.12 and 10.15	<i>Insert 3 new paragraphs before 10.11:</i> <u>Traditionally, transport planning practice has typically followed the ‘predict and provide’ approach, using existing traffic patterns to determine the future need for infrastructure. However, this approach tends to perpetuate dependence on the private car as the primary mode of transport, through provision of additional highway capacity. The ‘decide and provide’ approach to transport planning decides on a preferred vision of modal choice and then provides the means to work towards that whilst also accommodating uncertainty about the future. This offers the opportunity for more positive transport planning by considering walking, cycling and public transport upfront.</u> <u>The approach still requires developments to assess their transport impact on the highway network, but instead of basing this solely on existing travel patterns, transport assessments will be required to model a range of plausible scenarios. These plausible scenarios will need to be based on the proposed development site’s location, its existing connectivity, the mitigation or connectivity improvements that will be either delivered directly by the site developers or through financial contributions towards highway schemes, and the extrapolation of existing trends.</u>



Ref	Policy / Paragraph	Modification Proposed
AM101 cont.	TI2 Implementation Paragraphs 10.11, 10.12 and 10.15 cont.	<p>Further to this, rather than identifying junctions that are forecast to be over capacity and then providing schemes to <u>increase capacity for private vehicles, developers will instead be expected to first consider the extent to which they could address these issues by making provision for sustainable and active modes. These provisions should be of a sufficiently high quality to achieve the requisite modal shift to address the identified capacity issues. It should also be ensured that the provisions comply with policies requiring the promotion of sustainable and active modes.</u></p> <p><i>Amend paragraph 10.12:</i> 10.12 Travel Plans are designed to influence the travel behaviour of individuals and of organisations to help achieve transport objectives such as walking and cycling. A robust Travel Plan will consist of detailed measures, <u>funding information, targets (including for vehicle trip generation), monitoring and sanctions in the event of targets not being met.</u> More information on what should be included within a robust travel plan can be found in the Kent Design Guide.</p> <p><i>New paragraph to be inserted after bullet list of paragraph 10.15:</i> <u>Where a proposed development may impact the Strategic Road Network, applicants should engage with National Highways at the earliest opportunity to agree the scope of Transport Assessment which should be submitted and carried out in accordance with DfT Circular 1/2022.</u></p>
AM102	TI4 supporting text paragraph 10.33	<p><i>New paragraph after 10.33:</i> <u>Dover Harbour Board has identified the potential need for an Inland Terminal Facility to be provided along the A20 and/or M2/A2 corridor in the Dover District to supplement and/or relocate existing facilities at the Port of Dover to an inland site. The proposal may include the co-location of overnight lorry parking. For the avoidance of doubt, Policy TI4 would not be applicable to such a proposal for an Inland Terminal Facility, which would be considered on its own merits. The A20 corridor is located within the Kent Downs Area of Outstanding Natural Beauty (AONB), and therefore proposals that come forward would need to meet the tests set out in national policy (and Policy NE2 of this Plan) in relation to major development in the AONB.</u></p>
AM103	TI4 Policy	<p><i>Amend criterion a:</i> The site must be accessed <u>directly from the Strategic Road Network (A2/M2 corridor), or from a connection on the local network which is acceptable to National Highways and the Local Highway Authority,</u> and be complimentary to the A2 Improvements;</p>



Ref	Policy / Paragraph	Modification Proposed
AM104	T15 Supporting text paragraph 10.45, Policy T15 and implementation paragraphs 10.47 – 10.49	<p><i>Amend Paragraph 10.45, Policy T15 Digital Technology, and Implementation section:</i></p> <p>10.45 In early 2022 the government consulted on proposals for changes to building regulations to ensure new homes have next generation gigabit broadband installed in them as standard practice 38 Dependent on the outcome of this consultation, this policy requirement may be reviewed. 10.46 The government have recently commenced a public consultation on proposals for changes to building regulations to ensure new homes have next generation gigabit broadband installed in them as standard practice. The consultation 39 was open until late February 2022. Dependent on the outcome of this consultation, this policy requirement may be reviewed. In December 2022 new building regulations relating to physical infrastructure for electronic communications were introduced as Approved Document R. These apply to new dwellings (Volume 1 - Physical infrastructure and network connection for new dwellings), other new buildings and changes to existing buildings (Volume 2: Physical infrastructure for high-speed electronic communications networks). These Approved Documents provide guidance on how and when high-speed-ready infrastructure and networks and gigabit-ready/gigabit-capable infrastructure connections or infrastructure is required and when the requirement may be modified or excluded.</p> <p>T15 - Digital Technology</p> <p>All new residential, public and business premises development will have gigabit-capable connections, <u>or constructed to be high-speed ready, with all associated physical infrastructure in accordance with building regulations (Approved Document R: Volumes 1 and 2).</u></p> <p>This will be through the installation by the developer, within the curtilage of the property (or the development), of both:</p> <p>a The physical infrastructure necessary for gigabit-capable connections; and</p> <p>b A gigabit-capable connection which may be achieved by an optical fibre or other cabling or wiring that will provide gigabit broadband if such a service is provided by an Internet Service Provider.</p> <p>Planning applications for new developments must be supported by a digital infrastructure statement that sets how this is proposed to be delivered. In exceptional circumstances where the requirements cannot be met, alternative solutions may be agreed.</p> <p>Proposals to improve the digital communications network in the district, including through the provision of mobile data networks (such as 5G mobile data) and digital technology upgrades in public sector buildings and on public transport will be supported, subject to compliance with relevant policies in this Plan and national policy.</p>



Ref	Policy / Paragraph	Modification Proposed
AM104 Cont.	T15 Supporting text paragraph 10.45, Policy T15 and implementation paragraphs 10.47 – 10.49 cont.	<p>Implementation</p> <p>10.47 This policy applies to all development for new residential, public and business premises. It does not apply to householder development such as extensions to existing dwellings. Gigabit-capable connections are often, but not always, delivered by full fibre connections and can also be delivered via technologies such as cable and fixed wireless access. The policy above is therefore technology neutral and does not prescribe the type of technology that must be used, provided that it can provide speeds of over 1000 Mbps. The Council realises that technological change is rapid and that standards will evolve over the plan period. Therefore, operators and developers should seek to adopt the best current open technology standards available at the time of the application. Details must be provided within a Digital Infrastructure Statement.</p> <p>10.48 The Digital Infrastructure statement should include the following information for full and reserved matters applications:</p> <ul style="list-style-type: none"> a That communication has been had with the providers in relation to serving the proposed development. This does not need to include any commercially sensitive data; b That either the proposed development can be connected to existing infrastructure or that additional infrastructure is needed and how this will be provided, preferably in such a way that provides competitive choice; c Confirmation of the proposed phasing of the infrastructure and that it will be available and in place prior to occupation; d How the infrastructure will be delivered in terms of the layout, and connectivity between the cabinet and to the proposed buildings. This should be provided on an indicative drawings and diagrams which set out details of cabinets, internal and external cabling, fittings to buildings, ductings and chambers. In exceptional circumstances this policy requirement may not be achievable, for example in very isolated locations which are not close to an existing fibre network, or in cases of new properties coming forward in existing structures such as sensitive heritage assets. In these circumstances alternative solutions such as fixed wireless may be considered acceptable. These circumstances must be evidenced within the Digital Infrastructure Statement in order to justify a departure from the policy. <p>10.49 With regards to outline proposals it is accepted that detail in terms of specific implementation dates from a provider, and detailed layout information may not be available. However, the statement must provide enough information to satisfy the decision maker that the requirements can be complied with, or that non-compliance is justified.</p>

Ref	Policy / Paragraph	Modification Proposed
	11. The Natural Environment	
AM105	NE1 Policy	<p><i>Amend 1d and 3 i-ix:</i></p> <p>d Be secured, <u>managed and maintained</u> for a minimum of 30 years after completion <u>and must achieve the changes in the ecological baseline as set out in the approved Biodiversity Net Gain Plan;</u></p> <p>3 All planning applications must be supported by a <u>draft Biodiversity Net Gain Plan and supporting reports</u> with <u>supporting information</u> to demonstrate how at least 10% biodiversity net gain will be achieved, including:</p> <ul style="list-style-type: none"> <u>i Ecological surveys to identify baseline Biodiversity Units;</u> <u>ii Demonstrable application of the mitigation hierarchy to avoid and minimise adverse effects;</u> <u>iii Draft Biodiversity Gain Plan showing on-site habitat loss, enhancement and creation proposals;</u> <u>iv Draft Biodiversity Gain Plan showing off-site habitat loss, enhancement and creation proposals, where applicable;</u> <u>v Completed Biodiversity Metric spreadsheet (using the most up to date metric)</u> <u>vi Habitat condition assessments; and</u> i use of the applicable and most up to date DEFRA metric calculation, including breakdown of stages; ii an assessment of the likely effects of the development and changes to the ecological baseline; iii details of the ecological assessments to include both qualitative and quantitative evidence; iv details of the design and location of the proposals; and v details of how the net gain proposals will be implemented, managed and maintained.
AM106	NE1 Implementation paragraph 11.9	<p><i>Amend paragraph 11.9:</i></p> <p>BNG will be measured using <u>the most up to date Defra's Biodiversity Metric relevant to the nature of the proposal. 3.0 (or subsequent iteration), with a simplified version (the Small Sites Metric) for sites under 10 dwellings on land of less than 1ha, or where the number of dwellings is not known on sites of less than 0.5ha and where there is no priority habitat present within the development area (excluding hedgerows and arable margins).</u></p>
AM107	NE2 supporting text 11.17, 11.18, 11.20	<p><i>Remove apostrophe first word of paragraph 11.17</i></p> <p><u>AONBs</u></p> <p><i>Amend wording of 11.18:</i></p> <p>Kent Downs AONB Management Plan 2020-2025 <u>2021 – 2026</u></p>

Ref	Policy / Paragraph	Modification Proposed										
AM107 Cont.		<p><i>Delete paragraph 11.20 and move to supporting text of SP13 (See AM22)</i></p> <p>Regionally Important Geological Sites</p> <p>11.20 Regionally Important Geological Sites are geological Earth Science sites of particular importance as an educational, research, historical or recreational resource. Identified by the Geo Conservation Kent Group, there are three such sites located in Dover District, all legacies of the East Kent coalfield; Betteshanger Colliery Tip, Tilmanstone Colliery Tip and Snowdown Colliery Tip. Betteshanger Tip has now been landscaped to create Betteshanger Park.</p>										
AM108	NE2 Policy	<p><i>Amend second paragraph of NE2:</i></p> <p>In addition, all proposals within the Kent Downs AONB, including the Heritage Coasts, must have regard to the <u>primary</u> purpose of conserving and enhancing the natural beauty of the Kent Downs AONB. All proposals within, or affecting the setting of, the AONB <u>should be limited in scale and extent and</u> will be supported where: [...]</p>										
AM109	Policy NE3 supporting text paragraph 11.28 and table 11.2	<p><i>Amend final sentence of paragraph 11.28 and delete table 11.2:</i></p> <p>11.28 Survey work to analyse the home destinations from which visitors travel to Sandwich Bay has been undertaken as part of the evidence base for this Local Plan. This shows a Zone of Influence, based on the approach outlined above, of approximately 9km, measured from the principle point of access to SPA. This is the distance within which 75% of all visitors and 90% of regular visitors both originated in the 2020 visitor survey. A tariff schedule to deliver mitigation and monitoring contributions from new development within a Zone of Influence of 9km from the Thanet Coast and Sandwich Bay SPA is therefore considered appropriate to deliver the Council's legal responsibilities to protect this environmental site and its qualifying species and is set out in Table 11.2 and in the SAMM.</p> <p>Table 11.2 Thanet Coast and Sandwich Bay SPA Contribution Tariff</p> <table border="1"> <thead> <tr> <th>Development Type</th> <th>Tariff per dwelling</th> </tr> </thead> <tbody> <tr> <td>1 bedroom unit</td> <td>£112</td> </tr> <tr> <td>2 bedroom unit</td> <td>£224</td> </tr> <tr> <td>3 bedroom unit</td> <td>£337</td> </tr> <tr> <td>4 + bedroom unit</td> <td>£449</td> </tr> </tbody> </table>	Development Type	Tariff per dwelling	1 bedroom unit	£112	2 bedroom unit	£224	3 bedroom unit	£337	4 + bedroom unit	£449
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Ref	Policy / Paragraph	Modification Proposed
AM110	Policy NE3	<p><i>Amend final paragraph:</i></p> <p>Developments for other uses that would increase recreational activity causing disturbance to qualifying bird species, including but not limited to holiday accommodation, hotels and leisure uses, <u>and for large scale residential developments outside the Zone of Influence but which may have the potential for a likely significant effect on the Thanet Coast and Sandwich Bay SPA, will be assessed on a case by case basis under the Habitat Regulations and may be required to make full or partial contributions towards the delivery of the SAMM Strategy if appropriate.</u></p>
AM111	Policy NE3 Implementation 11.29 and 11.30	<p><i>Amend first sentence of paragraph 11.29 and replace paragraph 3.30:</i></p> <p>11.29 All proposals for new residential development, <u>including new build, conversions and permanent Gypsy and Traveller pitches, within a 9km Zone of Influence of the Thanet Coast and Sandwich Bay SPA will be required to pay a tariff as set out in the latest SAMM in Table 11.2, in line with the recommendations in line with the recommendations of the SAMM for this designated site.</u> For minor developments a draft Unilateral Undertaking (UU) to address this requirement should be submitted as part of the planning application documentation. A template for such Unilateral Undertakings will be <u>is</u> available on the Council's webpages. Applicants will also be expected to pay the Council's reasonable legal costs. For major development it is expected that the requirement will be secured through a S106 agreement which is likely to be required in any event to secure other developer contributions. If this is not the case, the UU may be used.</p> <p>3.30 Development for other uses that would increase recreational activity causing disturbance to qualifying species, including but not limited to holiday accommodation, hotels and leisure uses, will be assessed on a case by case basis under the Habitat Regulations and may be required to make full or partial contributions towards the SAMM if appropriate. The requirement will also apply to replacement dwellings where the proposal results in an increase in the number of bedrooms. The amount to be applied will be based upon the increase in number of bedrooms the proposal results in.</p>
AM112	Policy NE4 supporting text 11.32	<p><i>Amend first sentence of 11.32:</i></p> <p>The planning system has an important role to play in driving forwards improvements in local air quality, minimising exposure to pollution, and <u>improving the health and well-being of the population, and minimising potential harm to habitats and species.</u></p>

Ref	Policy / Paragraph	Modification Proposed
AM113	Policy NE5 supporting text paragraph 11.48	<p><i>Delete final sentence of 11.48</i></p> <p>11.48 Drainage and wastewater management plans (DWMPs) ensure the sustainability of drainage and wastewater management infrastructure and the services it provides to customers and the environment. These Plans, which are reviewed every 5 years, set out how water and sewerage companies intend to extend, improve and maintain a robust and resilient drainage and waste water system over the long term. With regard The Natural Environment to the sewerage system, developers will be required to work in collaboration with Southern Water to ensure that infrastructure is delivered in a timely manner. In the areas of the district which are not on mains drainage, water treatment package plants can be installed, subject to the approval of the Environment Agency in the first instance.</p>
AM114	NE5 Implementation paragraph 11.51	<p><i>Delete and replace 11.51:</i></p> <p>11.51 For residential and commercial developments where there is no mains connection within reasonable distance, applicants will be required to provide details of a water treatment package plant or equivalent that is compliant with, and has been approved by Environment Agency guidance, as part of a planning application. Applications for residential extensions will not be required to provide such details. In the areas of the district which are not on mains drainage, water treatment package plants may potentially be installed if they can meet non mains drainage design criteria. Applicants will be required to provide details of a water treatment package plant or equivalent that is compliant with Non Mains Drainage Regulations and aligns with Environment Agency risk assessment guidance, as part of a planning application. Where this cannot be achieved, applicants should consult the Environment Agency in the first instance, as a formal Environment Permit for any discharges may be required. Applications for residential extensions may not be required to provide such details but will be required to provide details to show any risks are not exacerbated and ensure current drainage systems comply with Non-Mains Drainage Regulations and meet Building Regulations.</p>
AM115	Policy NE6	<p><i>Amend first sentence of Policy:</i></p> <p>All development proposals that adjoin or affect the setting of the River Dour should <u>must</u>:</p> <p><i>Amend final paragraph of Policy:</i></p> <p>Proposals within the river corridor of the River Dour should <u>must</u> demonstrate that they will not have [...]</p>

Ref	Policy / Paragraph	Modification Proposed
	12. The Historic Environment	
AM116	HE1 supporting text 12.7 and 12.8	<p><i>Delete section on heritage statements and move to implementation (see AM117 below):</i></p> <p>Heritage Statements</p> <p>12.7 All applications affecting heritage assets are required to submit a Heritage Statement using appropriate expertise where necessary. The Heritage Statement must include a description of the significance of the heritage asset or assets. Significance in this context is defined by the NPPF as the “value of the asset to this and future generations because of its heritage interest”. Such interest may be architectural, archaeological, artistic or historic. In doing so it is important to note that in addition to its physical presence the surroundings in which a heritage asset is experienced (its setting) may contribute to its significance. The level of detail the Heritage Statement includes should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on its significance.</p> <p>12.8 Where relevant, for example where a development has the potential to impact on a number of different heritage assets, the Heritage Statement should make reference to the extensive evidence resource that the DDHS provides, including categorising the assets against one or more of the 13 Themes set out in the DDHS</p>
AM117	HE1 Implementation 12.12	<p><i>Amend 2.12 and add 2 new paragraphs (moved from supporting text – see above AM):</i></p> <p><u>12.12 The policy sets out the requirement for a Heritage Statement. Heritage Statements are required for all Listed Building Consent applications and planning applications which affect a heritage asset. To assist applicants with this requirement the Council will provide written guidance on Heritage Statements to accompany this Plan. The guidance will set out what a Heritage Statement should include and establish a clear methodology for checking proposals against the DDHS themes. The Heritage Statement must include a description of the significance of the heritage asset or assets. Significance in this context is defined by the NPPF as the “value of the asset to this and future generations because of its heritage interest”. Such interest may be architectural, archaeological, artistic or historic. In doing so it is important to note that in addition to its physical presence the surroundings in which a heritage asset is experienced (its setting) may contribute to its significance. The level of detail the Heritage Statement includes should be proportionate to the asset’s importance and no more than is sufficient to understand the potential impact of the proposal on its significance.</u></p> <p><u>Where relevant, for example where a development has the potential to impact on a number of different heritage assets, the Heritage Statement should make reference to the extensive evidence resource that the DDHS provides, including categorising the assets against one or more of the 13 Themes set out in the DDHS, as well as Conservation Area Appraisals and the Dover Archaeological Characterisation, where appropriate.</u></p>



Ref	Policy / Paragraph	Modification Proposed
		To assist applicants with this requirement the Council will provide written guidance on Heritage Statements to accompany this Plan. The guidance will set out what a Heritage Statement should include and establish a clear methodology for checking proposals against the DDHS themes.
AM118	HE4 Policy	<i>Change reference to 'historic parks and gardens' to lower case within the text of the policy</i>

Ref	Policy / Paragraph	Modification Proposed
	APPENDICES	
	A Evidence Base	
AM119	All	<i>Update all evidence base document references/titles to reflect final evidence base documents upon adoption.</i>
	C Local Plan Monitoring Indicators	
AM120	Improvements to digital infrastructure [...]	<i>Delete row for T15 policy as requirement for Digital infrastructure Statement is proposed to be removed</i>
AM121	Biodiversity Net Gain on development proposals	<i>Third indicator of Natural Environment, third column amended as follows: habitat created created/respored <u>restored</u></i>
	D Housing Trajectory	
AM122	Dii	<i>Total row to be added at bottom of Dii table to show cumulative dwelling numbers.</i>
	E Settlement Hierarchy	
AM123	Local Centres List	<i>Amend listing of Local Centres tier to reflect the ordering in the Hierarchy</i> <u>Eastry Ash</u> Ash-Wingham Wingham-Eastry St Margarets at Cliffe Shepherdswell Kingsdown Elvington Eythorne



Ref	Policy / Paragraph	Modification Proposed
	F Local Plan Policies – Supporting Documents Required for Planning Applications	
AM124	Table F.1 SD13	<i>Remove SD13 row as requirement for Digital infrastructure Statement in policy T15 is to be deleted.</i>
AM125	Table F.1 SD25	<i>Amend 3rd Column:</i> <u>Draft Biodiversity Net Gain Plan</u>
AM126	Table F.1 SD26	<i>Amend final sentence in 4th Column:</i> A template for such Unilateral Undertakings will be prepared and made is available to applicants by the Council. <u>here:</u> https://www.dover.gov.uk/Planning/Planning-Policy/Planning-Guidance/Thanet-Coast-and-Sandwich-Bay-SPA-Mitigation-and-Monitoring-Strategy.aspx .
AM127	Paragraph F.4	<i>Add the following sentence after ‘Land contamination reports’:</i> A DDC guide for developers on what information is needed to be submitted for sites with potentially contaminated land can be found here: https://www.dover.gov.uk/Environment/Environmental-Protection/Contaminated-Land/Developers-Guide.aspx <i>Add the following sentence after ‘Ecological Surveys / Habitats surveys’:</i> <u>Where these are required, surveys must be undertaken prior to submission of a planning application and provided as supporting information.</u> <i>Add:</i> <u>Coal Mining Risk Assessment</u>

Policies Map and extract maps (Figures) within Local Plan document		
Ref	Policies Map Layer / Local Plan figure	Modification Proposed
AM128	Policies Map layer 'Site Allocations: Employment Allocations' and Figures 4.1, 4.3, 4.4, 4.5, 4.7, 4.19 in Plan	<i>Make the employment allocations and protected employment sites different colours on the map to distinguish between them</i>
AM129	Policies Map layer 'Transport: Indicative Fastrack Route'	<i>Fastrack route clarifications</i>
AM130	Policies Map layer 'Site Allocations: Housing Allocations' and Figure 4.1 in Plan	<i>Dover waterfront SAP4 boundary amended to reflect accurate boundary and include 'curve'.</i>
AM131	Policies Map layer 'Site Allocations: Housing Allocations' and Figure 4.1 in Plan	<i>Dover Western heights SAP5 site allocation amended to clarify the use and extent of employment allocation within the boundary.</i>
AM132	Policies Map layer 'Site Allocations: Employment Allocations' and Figure 4.3 in Plan	<i>Amend ELR10 Deal Business Park boundary to exclude housing development.</i>
AM133	Policies Map layer 'Site Allocations: Housing Allocations' and Figure 4.22 in Plan	<i>Remove small part of SAP52 (NON006) as not available.</i>

Note: Any policy title changes/deletions proposed within modifications above will be reflected on the Local Plan contents page and other parts of the Plan where they are referenced such as Appendix G and the Policies Map. Paragraph, figure and table numbering will also be updated to reflect the modifications made upon plan adoption.

END