



Dover District
Local Plan to 2040
Adopted October 2024



A bold vision for **2040**



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Leader's Foreword

I have great pleasure in introducing you to our new Local Plan; 'A Bold Vision for 2040'. The Plan will be an integral part of shaping growth and change in our district and will help us deliver our vision of building a better and fairer future.

As we look to create a district that is a leading destination to live, work, visit, learn and invest, our Local Plan will be important in the Council's broader role of influencing change for the district's communities, visitors and businesses.

With the need to deliver around 11,000 new homes by 2040, Whitfield continues to be a key location for creating new neighbourhoods. White Cliffs Business Park and Discovery Park remain two important locations for business and employment. The regeneration of Dover town is a vital focus, as is protecting the character of Deal, the medieval town of Sandwich and the villages in the extensive rural areas of the district, whilst enabling growth and sensitive change.

We want to be a district that provides houses that people can afford and places where they want to live. Policies are in place to guide the right mix of affordability, tenure, size and design quality, to ensure the district provides the homes that people need, along with the supporting infrastructure and facilities. The Plan also has many new policies on place making, climate change, heritage and the natural environment, which will help fulfil our vision to enhance the district's distinct sense of place, making it greener and healthier for everyone.

Our Local Plan is the result of years of hard work, informed by extensive evidence and public consultation. I know that many of you have been involved in shaping our Local Plan, and I'd like to take this opportunity to thank you.

Councillor Kevin Mills

Leader of Dover District Council





Introduction

What is a Local Plan?

1.1 This Local Plan sets out the vision, strategic objectives and overarching development strategy for the growth of the District over the plan period 2020 to 2040. It provides the planning policy framework to guide the future development of the area, addressing needs and opportunities for housing, the economy, community facilities and infrastructure, as well as the basis for conserving and enhancing the natural and historic environments, mitigating and adapting to climate change, and achieving well-designed places.

1.2 The Local Plan is at the heart of the planning system and, alongside the Kent Minerals and Waste Local Plan and 'made' Neighbourhood Development Plans, forms the statutory development plan which provides the framework on which all planning decisions in the District will be judged.

1.3 This Local Plan replaces the Core Strategy 2010 and the Land Allocations Plan 2015, as well as saved policies from the 2002 Local Plan. A full list of superseded and deleted policies can be found in Appendix F.

How has it been prepared?

1.4 The preparation of the Local Plan has been informed by stakeholder and community engagement, discussions with neighbouring authorities and other relevant bodies under the Duty to Co-operate, the development of an evidence base to support the Plan and other relevant Plans and Strategies. The Plan has also been subject to a Sustainability Appraisal, Habitats Regulations Assessment and Equalities Impact Assessment, which have helped shape the overarching strategy and policies in the Plan.

1.5 The preparation of the plan has also been informed by the National Planning Policy Framework 2021 (NPPF) which was published by the government. The NPPF explains the statutory provisions and provides guidance to both the community and local government about the operation of the planning system and how the government's planning policies should be applied. The suite of National Planning Practice Guidance (PPG) adds further context, and should be read in conjunction with the NPPF. The Local Plan Review does not repeat national policy, but it does explain how the policy has been applied.

1.6 In accordance with the NPPF, the Local Plan has been prepared with the objective of contributing to the achievement of sustainable development.

Consultation and Engagement

1.7 As part of the preparation of the Local Plan, significant consultation has been undertaken with the local community and key stakeholders in accordance with the Council's [Statement of Community Involvement](#) and the requirements set out in the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.8 To inform the Regulation 18 draft Local Plan, early engagement was undertaken with key stakeholders and statutory consultees to identify the key issues that the Plan needed to address.

1.9 The Regulation 18 Draft Local Plan was published for public consultation in January 2021, and the Regulation 19 Submission consulted upon in October 2022. In total approximately 5,000 comments were received and these can be reviewed on the Council's [website](#).

1.10 In addition, the Local Plan [Consultation Statement](#) (Regulation 22 Statement) provides a summary of the comments received to Local Plan consultations, identifies key issues raised and sets out the Council's response to these. All comments were carefully considered in preparing this Local Plan.

Evidence Gathering

1.11 To inform the preparation of the Local Plan the Council commissioned and completed a substantial and wide-ranging evidence base documents. Where required, evidence has been updated as the Plan has progressed, to take into account changing circumstances and ensure policies are based on the most up-to-date evidence available. A range of topic papers also support the plan and add further explanation to the evidence base. A list of the evidence base and other supporting documents is set out in Appendix A and can be viewed on the Council's Local Plan website.

Relationship with other Key Plans and Strategies

1.12 The Local Plan has been prepared with regard to the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

1.13 At a local level regard has been had to the strategies and plans of key authorities and agencies, as well as those of the Council itself, including the Council's Corporate Plan and Climate Change Strategy and Action Plan.

Duty to Co-operate

1.14 Under the Duty to Co-operate, the Council has worked closely with neighbouring authorities in Kent including Folkestone and Hythe District Council, Thanet District Council, Ashford Borough Council and Canterbury City Council on a range of strategic matters such as housing, employment, infrastructure and the environment.

1.15 Furthermore, the Council has undertaken extensive engagement with Kent County Council, in respect of its role as Minerals and Waste Local Planning Authority, Local Highway Authority, Local Education Authority and Lead Local Flood Authority; in addition to other organisations, agencies and bodies, including National Highways, Natural England, Historic England, the Environment Agency, the Marine Management Organisation and NHS Kent and Medway.

Sustainability Appraisal and Habitats Regulation Assessment

1.16 A Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) have been undertaken in parallel with the preparation of the Local Plan to inform each stage of the Plan making process.

1.17 The Planning and Compulsory Purchase Act 2004 requires Local Plans to be subject to SA. The purpose of SA is to ensure that the plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. The SA process involves appraising the likely social, environmental and economic effects of the policies and proposals within a plan from the outset of its development.

1.18 The SA incorporates the requirements of the Strategic Environmental Assessment (SEA) process. The SEA Regulations require the formal assessment of plans and programmes which are likely to have significant effects on the environment and which set the framework for future consent of projects requiring Environmental Impact Assessment (EIA).¹

1.19 SEA and SA are separate processes but have similar aims and objectives. SEA focuses on the likely environmental effects of a plan whilst SA includes a wider range of considerations, extending to social and economic impacts.

1 Under EU Directives 85/337/EEC and 97/11/EC concerning EIA.

1.20 The Local Plan is also required to be supported by a HRA. The purpose of this is to determine whether it, alone or in combination with other plans and projects, would be likely to have a significant effect on a European Site under the Conservation of Habitats and Species Regulations 2017.

1.21 The SA and HRA of the Local Plan can be viewed on the Council's Local Plan website.

Equalities Impact Assessment

1.22 An Equalities Impact Assessment (EQIA) has been carried out in accordance with the Equality Act 2010 to ensure that throughout all stages and elements of the preparation of the document, as well as the content of the Plan itself, the Council has had regard to its duty namely to eliminate discrimination, advance equality of opportunity and foster good relations.

1.23 The EQIA of the Local Plan can be viewed on the Council's [Local Plan](#) website.

How to use the Plan

1.24 The Plan comprises the following sections:

- Introduction
- Overarching Vision and Strategic Objectives
- Strategic Policies
- Site-specific policies for housing, employment or mixed uses, grouped by settlement
- Topic-specific Development Management policies
- Appendices

1.25 All policies are numbered and appear in a box. There are four different types of policies:

- Strategic – These relate to the vision and objectives. They set out what the Council's approach is to delivering the strategic objectives in the Plan. Together they comprise the overarching growth strategy for the District. Strategic Policies are indicated by the prefix 'SP'.
- Site Allocations – They identify sites in specific settlements which are allocated for specific uses on the Policies Map. Site Allocations comprise: strategic sites, that are central to the delivery of the Plan; non-strategic Site Allocations, and small sites (sites under 30 dwellings). Site Allocation policies are indicated by the prefix 'SAP'.
- Development Management – These policies are grouped by topic. They set out general criteria which will be used to determine planning applications and help to deliver the overarching strategy set out in the strategic policies of the plan. The prefix used for Development Management policies relates to the topic of the policy. For example Climate Change policies have the prefix CC.
- Heritage Regeneration Opportunity Sites – Specific brownfield sites are identified on the Policies Map where new uses and development are required to secure productive and sustainable futures for heritage assets within the sites and to assist in the delivery of the Council's Economic Growth Strategy. Heritage Regeneration Opportunity Site policies are indicated by the prefix 'HRS'.

1.26 Strategic and Development Management policies are preceded by an explanation of what the policy is trying to achieve and the justification for the approach. Each policy is then followed by a commentary on how the policy is expected to be implemented.

1.27 Site Allocation policies are grouped by settlement in the Plan, in accordance with the settlement hierarchy. Each settlement is introduced to set the local context and includes a map of the proposed housing, employment and gypsy and traveller sites. Site Allocation policies are accompanied by a description of the site, including key constraints. The introduction to the Site Allocations chapter provides further information on how sites should be taken forward for delivery.

1.28 The Local Plan should be read and interpreted as a whole.

Policies Map

1.29 The Local Plan is supported by an interactive online Policies Map which applies the relevant development plan policies spatially within the District, and includes details of all relevant planning designations. The Policies Map will be kept up-to-date following the adoption of the Plan.

Neighbourhood Plans

1.30 As of 2024, the District has 9 designated Neighbourhood Areas. The Neighbourhood Plans for these areas are at various stages in their evolution, with the Ash and Worth Neighbourhood Plans now adopted and forming part of the development plan for the District.

1.31 The Council intends to work closely with designated neighbourhood planning groups producing Neighbourhood Plans to ensure that the Plans are consistent with both national policy and policies contained within this Local Plan in order that they may pass the 'basic conditions' test that Neighbourhood Plans are subject to at their examination stage.

1.32 This Local Plan sets out the strategic context within which any Neighbourhood Plan in the District will operate. They must comply with national policy, international obligations and human rights requirements and be in 'general conformity' with the strategic policies set out in this Local Plan, as detailed in national policy and Neighbourhood Planning PPG².

1.33 For the purposes of Neighbourhood Planning in this District, all the policies within this Local Plan have been assessed with regards to their strategic application in the context of Neighbourhood Plans. Not all policies are 'strategic' in this context, particularly where the policy may relate to a specific geographical area, site or landscape which is not applicable to that area. The details of the assessment can be found in Appendix B.

1.34 Neighbourhood Planning groups are advised to liaise with the Council in early stages of plan making to set out the aims and ambitions of their plan, their timescales for plan production and to agree the relevant 'strategic' policies for their area.

Monitoring and Review

1.35 The Council recognises that the Local Plan is a long-term strategy and is committed to monitoring the implementation of the Local Plan to assess delivery of the strategic objectives and the individual development proposals. This is essential so that early action can be taken to overcome any barriers to delivery and is particularly important where there are key pieces of infrastructure that need to be delivered in a timely manner to enable development to proceed. Monitoring is also important to enable communities and interested parties to be aware of progress and ensure that the overall strategy is being delivered.

1.36 In order to report effectively, the Council is required to produce an annual Authority Monitoring Report (AMR) which assesses the overall performance of planning policies. Specific site development monitoring already takes place on a rolling annual basis through the housing and commercial information audits, which are used to inform the AMR. The AMR also provides up-to-date information on the implementation of any Neighbourhood Plans that are in progress or have been made.

1.37 The monitoring indicators that will be used to assess the Local Plan are set out in Appendix C of the Plan. The overall aim of these indicators is to:

2 [Neighbourhood planning - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

- Check the effectiveness of policy and whether it is being implemented as expected;
- Report on whether development targets are being met;
- Assess the timely delivery of key infrastructure set out in the plan and the Infrastructure Delivery Plan;
- Assess where policies are not being implemented and analyse why;
- Identify policies that may require early review due to implementation issues or changes in national policy.

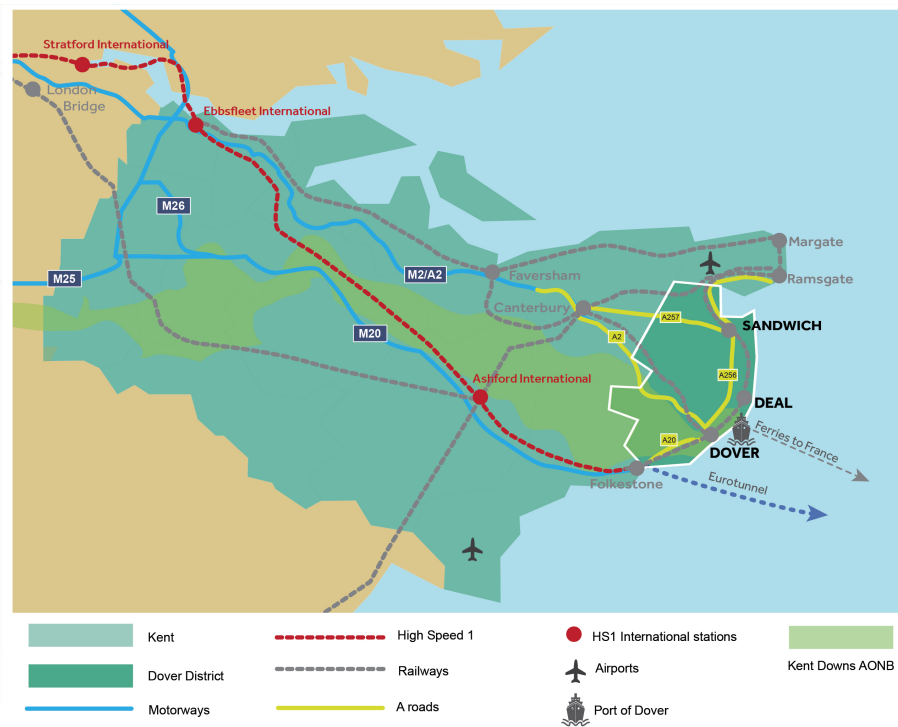
1.38 The NPPF and associated PPG sets out that Local Plans need to be kept up to date and should be formally reviewed every 5 years to assess whether they need updating. The Council therefore intends to formally review the Plan within 5 years of adoption. It is not proposed to undertake any additional short-term formal reviews of the Local Plan unless it is clear from the annual monitoring reporting, as set out above, that key elements of the strategy are not being delivered.

Key Characteristics of Dover District

1.39 Dover District is located on the east coast of Kent, at the narrowest point along the English Channel, between the United Kingdom and mainland Europe. The District covers an area of 320 square kilometres, and has around 32 kilometres of coastline. The District is bounded by Thanet to the north, Canterbury to the north-west and Folkestone and Hythe to the south-west.

1.40 The District is predominantly rural, with two main urban areas within the District, the towns of Dover and Deal and two rural service centres, the medieval town of Sandwich and Aylesham, a garden community designed by Sir Patrick Abercrombie during the 1920s.

Figure 1.1 Dover District in Context



1.41 Dover District has a population of 118,500 people (ONS 2020). Life expectancy at birth is 79.2 years for males and 82.5 years for females, with life expectancy for women being lower than the England average.

1.42 Dover is ranked 107 nationally (1 being the most deprived) out of 317 English local authority districts in the 2019 English Indices of Deprivation, with the District continuing to have deprivation 'hot spots' that are among some of the most deprived areas in the country.

1.43 The District enjoys spectacular landscapes and coastlines which encompass coastal chalk cliffs, salt marshes and mud flats, rolling chalk downs, ancient woodlands and expansive arable farmland. Dover's wealth of natural assets are valued and protected at local, regional, national and international level, and provide significant environmental, social and economic benefits for residents and visitors alike. These assets include five internationally protected sites, two National Nature Reserves, Kent's only stretches of Heritage Coast, five SSSIs, two Marine Conservation Zones and the extensive chalk grasslands of the AONB which cover nearly a quarter of the District. Dover's natural environment is rich in biodiversity, priority habitats and protected species.

1.44 Dover District also has a particularly significant archaeological and historical heritage, in part due to its strategic location as a gateway to Europe. In total Dover is home to almost 2,000 listed buildings, 50 scheduled monuments, 57 Conservation Areas and 12 museums.

1.45 Dover's historic assets include those of national and international importance such as Dover Castle overlooking the town of Dover established by William the Conqueror in the 11th Century and the Roman Lighthouse. Other major assets include Tudor castles at Deal and Walmer, the medieval town and walls in Sandwich and the Napoleonic and World War Two defensive structures at Dover's Western Heights and Fort Burgoyne.

Key Issues for the Local Plan

1.46 Key issues for the District that the Local Plan will address are:

- Ensuring that new development in the District contributes to the mitigation of, and adaptation to, climate change.
- Supporting the Council to deliver its intention to be a carbon neutral district by 2050.
- Managing flood risk and coastal change.
- Ensuring that a sufficient amount and variety of land is identified to deliver a continuous supply of housing across the Plan period and that the Council maintains a five year housing land supply.
- Delivering growth in a way that focuses development in the least sensitive areas of the District in order to conserve and enhance the District's rich natural and historic environments.
- Supporting sustainable development in rural areas to enhance the vitality of rural communities.
- Working with partners to facilitate the delivery of the Whitfield Urban Expansion.
- Ensuring a range of housing tenures, types and sizes are provided across the District to meet the needs of the local community and provide choice and flexibility in the housing market.
- Promoting economic growth, tourism and investment in the District's Town Centres in line with the Council's Economic Growth Strategy.
- To address the impact of the COVID-19 pandemic.
- Delivering strategic transport improvements, including upgrades to the Duke of York and Whitfield Roundabout to support the scale of housing and economic growth identified in the Plan.
- Promoting sustainable transport initiatives to encourage a modal shift to more sustainable forms of transport like walking and cycling.

- Ensuring that infrastructure is delivered, in the right place, at the right time, to meet the needs of the District and support the levels of development identified in the Local Plan.
- Supporting the delivery of attractive, high-quality, design-led developments and the creation of healthy, inclusive and safe communities, that are well served by good quality services and facilities to support people's lives.
- Conserving and enhancing the District's rich and diverse natural landscape, including the five international sites within the District, the Kent Downs AONB, five SSSIs, two NNRs, two stretches of Heritage Coasts and two Marine Conservation Zones.
- Delivering a net gain in biodiversity in the District over the plan period.
- To promote the conservation, restoration and where appropriate the enhancement of the District's heritage assets, in order to protect their significance and to ensure that they can be best appreciated and enjoyed by current and future generations.



Vision and Objectives

2.1 This chapter sets out a bold new vision for Dover District in 2040 and a series of supporting strategic objectives, which together provide the foundation for the policies of this Local Plan.

Overarching Vision

Dover District in 2040 will be a place of aspiration, providing outstanding opportunities for sustainable living. Initiatives to mitigate against, and adapt to, the climate change emergency will have been undertaken to build resilience across the built and natural environments of the District over the lifetime of the Plan. Through careful stewardship of its world class landscapes, thriving natural environments and wealth of historic sites, Dover District will be a destination of choice for people of all ages to make their home, for businesses to invest in and for visitors to explore and experience. Community spirit will be strong amongst the residents of the District, with an increased sense of health and wellbeing.

Spectacular and Sustainable Environment

Above all, the District will be defined by its enviable countryside and coastal environments. The climate change emergency will have resulted in increased local food production, extensive tree planting, and the adoption of sustainable design and construction methods. From the iconic White Cliffs to the nationally valued chalk downlands of the Kent Downs AONB, international, national and locally protected heritage assets, landscapes, wildlife sites, habitats and species will have been protected and enhanced.

Air quality and biodiversity will have been improved, and a net gain delivered in biodiversity, as the District achieves significant progress to becoming net-zero carbon.

Prosperous Economy

The local economy will be prosperous and diverse, harnessing the world class potential of the Port of Dover and Discovery Park and building upon the key sectors of life sciences, pharmaceuticals, manufacturing and logistics, digital, creative and cultural development, tourism and the visitor economy, as well as local enterprise and entrepreneurial talent. The District will have attracted new businesses of all scales, with 21st century infrastructure, and unrivalled transport connections with London and Europe, alongside home working facilities. Dover will be a District that domestic and international visitors want to spend time in, taking advantage of a diverse range of high-quality accommodation, attractions and unique experiences in addition to the world-famous White Cliffs and iconic Dover Castle.

Vibrant Communities

New developments will blend seamlessly with existing townscapes to embody the best of local distinctiveness and will have created places that are well-designed and well-built. Built to local design codes, they will respect the spectacular natural environments and rich heritage of the District. New housing will enhance towns and villages, delivering a balanced and resilient housing market, a supply of new homes that meets people's needs and where affordable and local housing is prioritised.

Residents will have access to healthy lifestyle opportunities that the District's high-quality countryside and maritime landscapes provide, including extensive and attractive public green spaces and an enhanced network of dedicated walking and cycling routes, as well as improved educational opportunities and leisure and community services.

Thriving Places

The towns and villages of the District will enjoy improved infrastructure and services, including social and community facilities and accessible, attractive areas of public open space, enhancing the health and wellbeing of residents and improving the quality of life for those living and working here.

The urban expansion of Whitfield, identified as a strategic allocation in the Dover Core Strategy 2010, will continue during the lifetime of this Local Plan, and beyond, and will deliver a resilient and sustainable community around a landscape and biodiversity rich framework that enables healthy and active living.

Dover town will be thriving, with a strong core of local shops and services, a flourishing port, and regenerated areas of existing housing. Sensitive restoration of elements of its rich built heritage will enhance the attractiveness of the town, while improved connections to its seafront will have been delivered by high-quality design and investment in place making.

The distinctive historic environments of the towns of Deal and Sandwich will be protected and enhanced, their economies benefiting from a wide range of local businesses and services as well as investment in culture. The rural villages of the District will continue to enrich the landscapes here, with improved community facilities and housing opportunities, enabling more young people to stay and contribute to the communities where they grew up.

Strategic Objectives

2.2 The vision for the Dover Local Plan 2040 is supported by the following Strategic Objectives. These follow the main themes within the vision and are addressed in subsequent chapters of the Plan.

Spectacular and Sustainable Environment

- To respond to the challenges of the climate emergency, ensuring that all new development is designed to adapt to, and mitigate, the effects of climate change, including by reducing carbon emissions, increasing energy efficiency, and through the integration of design and construction features that enable resilience to the harmful effects of climate change.
- To manage flood risk sustainably in a way that ensures the safety of residents and property and take opportunities to reduce flood risk where possible.
- To conserve or enhance the designated and undesignated heritage assets of the District in a manner appropriate to their significance, recognising their intrinsic value as a finite resource as well as their contribution to the character of the District and the positive role they can play in the regeneration of the District.
- 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, to create a coherent ecological network and delivering a net gain in biodiversity.
- To conserve and enhance the District's important natural landscapes and water environments, to ensure these assets can continue to be experienced and valued by residents and visitors and are protected from inappropriate development.
- To ensure the District's natural resources are used prudently, waste is minimised, and environmental pollution is reduced or avoided.

2.3 These strategic objectives relate to SP1 - Planning for Climate Change, SP13 - Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets, SP14 - Enhancing Green Infrastructure and Biodiversity and SP15 - Protecting the District's Historic Environment, in addition to the following Local Plan Chapters: Climate Change, Place Making, Natural Environment and the Historic Environment.

Prosperous Economy

- To grow and diversify the Dover District economy by making it an attractive and competitive place to start, grow and invest in a broad range of businesses, attracting more and better jobs and attracting and retaining working age people.
- To support opportunities to strengthen the role of Dover, Deal and Sandwich town centres through their diversification, enhancement and improvements to the public realm.
- To provide a range of high-quality tourism and visitor facilities, accommodation and infrastructure, which facilitate the growth of the tourism and visitor economy sector and encourage more visits and longer stays.

2.4 These strategic objectives relate to SP6 Economic Growth, SP7 Retail and Town Centres, SP8 Dover Town Centre, SP9 Deal Town Centre and SP10 Sandwich Town Centre, in addition to the following Local Plan Chapters: Employment and the Local Economy, Retail and Town Centres and Transport and Infrastructure.

Vibrant Communities

- To provide greater choice of high-quality housing to meet the needs of Dover District's growing population and changing demographic, and address affordability issues.
- To focus new development at accessible and sustainable locations which can utilise existing infrastructure, facilities and services, and to ensure development contributes to the sustainability of local communities and services, supporting regeneration and wherever possible make the best use of brownfield land.
- To ensure that new buildings and spaces are of the highest design quality, to create attractive, inclusive, healthy places which promote local distinctiveness and a sense of place.
- To provide new and improved community infrastructure and assets, including open space and sports facilities to meet the needs of the District's communities.

2.5 These strategic objectives relate to SP2 Planning for Healthy and Inclusive Communities, SP3 Housing Growth, SP4 Residential Windfall Development, SP5 Affordable Housing and SP11 Infrastructure and Developer Contributions in addition to the following Local Plan Chapters: Housing, Place Making and Transport and Infrastructure.

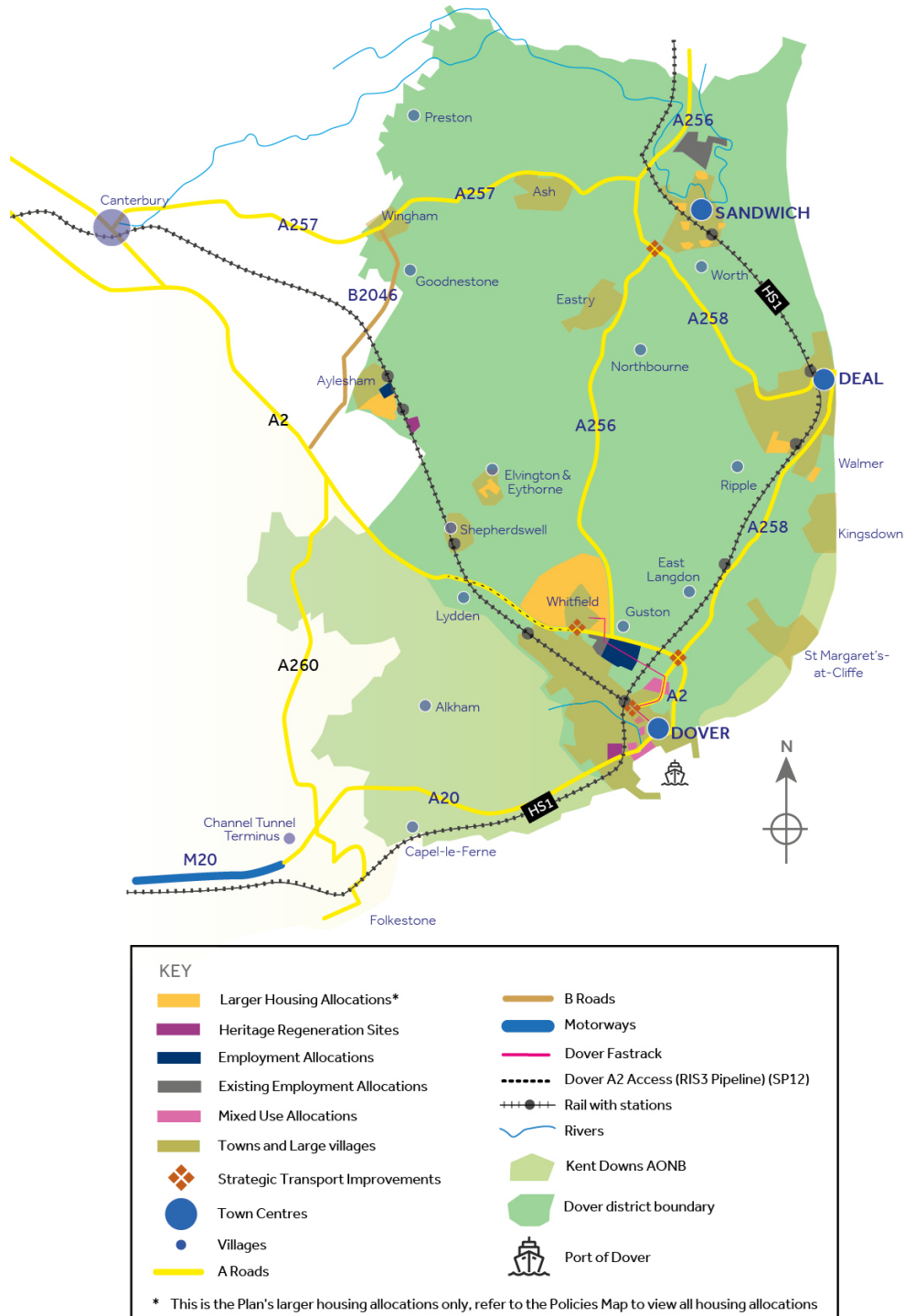
Thriving Places

- To support improvements in the health and wellbeing of residents, improve quality of life for all and reduce health inequalities through high quality place making, including the provision of high quality green infrastructure and access to attractive areas of public open spaces in the built up areas of the District.
- To improve connectivity and movement through significantly enhancing the provision of walking and cycling routes and other sustainable modes of transport, as well as delivering improvements to the local and strategic road network.
- To ensure infrastructure is delivered, in a timely manner, to support the needs of new and existing communities in the District.
- To work with the Council's partners to ensure that the social, environmental and economic impacts of new developments are mitigated, and that the benefits of new development are captured, to protect the District's people and places.

2.6 These strategic objectives relate to SP2 Planning for Healthy and Inclusive Communities, SP11 Infrastructure and Developer Contributions and SP12 Strategic Transport Infrastructure, in addition to the following Local Plan Chapters: Place Making, Transport and Infrastructure and Natural Environment.

Key Diagram

Figure 2.1 Local Plan Key Diagram





Strategic Policies

Introduction

3.1 This section of the Local Plan includes a series of Strategic Policies which set out the Council's approach to delivering the overarching vision and strategic objectives contained in the previous section of the plan.

3.2 Together, the Strategic Policies comprise the overarching growth strategy and framework for the District which underpin all the other policies in this Local Plan and provide the core principles which new developments are expected to meet:

- SP1 - Planning for Climate Change
- SP2 - Planning for Healthy and Inclusive Communities
- SP3 - Housing Growth
- SP4 - Residential Windfall Development
- SP5 - Affordable Housing
- SP6 - Economic Growth
- SP7 - Retail and Town Centres
- SP8 - Dover Town Centre
- SP9 - Deal Town Centre
- SP10 - Sandwich Town Centre
- SP11 - Infrastructure and Developer Contributions
- SP12 - Strategic Transport Infrastructure
- SP13 - Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets
- SP14 - Enhancing Green Infrastructure and Biodiversity
- SP15 - Protecting the District's Historic Environment

3.3 For each policy, the Plan sets out:

- What the policy is trying to achieve
- The justification for the approach
- The policy
- How the policy should be implemented

3.4 The evidence and background documents that support each chapter are listed in Appendix A.

Strategic Policy 1 - Planning for Climate Change (SP1)

What are we trying to achieve?

3.5 To respond to the challenges of the climate emergency, ensuring that all new development is designed to adapt to, and mitigate, the effects of climate change, including by reducing carbon emissions, increasing energy efficiency, and through the integration of design and construction features that enable resilience to the harmful effects of climate change.

Justification for approach

3.6 Climate change, namely the rise in average global temperature due to increasing levels of greenhouse gases in the earth's atmosphere, is now widely accepted as being one of the greatest challenges facing global society and, as a consequence, it is one of the most significant issues that this Local Plan needs to address.

3.7 The Climate Change Act 2008 (as amended) sets a legally binding target for the UK to bring all greenhouse gas emissions to net-zero by 2050. In line with this, Dover District Council declared a climate emergency in November 2019 with the intention of delivering a carbon neutral district by 2050 and the District Council becoming a net-zero carbon emitter by 2030 at the latest.

3.8 Section 19(1A) of the Planning and Compulsory Purchase Act 2004 stipulates that development plan documents must (taken as a whole) include policies designed to ensure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change. The Council therefore has a legal duty to consider the mitigation of, and adaptation to, climate change as part of the Local Plan. Furthermore, the NPPF (2021) states that Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

3.9 It is however important to recognise that the planning system is just one avenue for addressing climate change. It will therefore be important for the Council to work with partners, and join with other strategies, to tackle climate change in a co-ordinated way, in order to maximise protection of the District against the adverse impacts of the growing climate emergency and minimising its contribution to climate change.

3.10 The Local Plan supports the delivery of the objectives of the Council's Climate Change Strategy, in addition to the Kent Environment Strategy and the Kent Energy and Low Emissions Strategy, particularly in relation to the built environment.

3.11 Strategic Policy 1 sets out the Council's overarching strategy for addressing climate change and delivering a carbon neutral district by 2050. This policy is underpinned by a number of development management policies which establish a comprehensive approach to mitigating and adapting to climate change.

3.12 These policies should be read in combination with other policies in the Plan, as the issue of climate change is a key theme that runs through each chapter and is central to the economic, social and environmental dimensions of sustainable development, as set out in the NPPF.

SP1 - Planning for Climate Change

The Council will seek to ensure that all new built development contributes to the mitigation of, and adaptation to, climate change through:

Mitigation

- a Including low-carbon design approaches to reduce energy consumption in buildings;
- b Utilising sustainable construction techniques and optimising resource efficiency;
- c Incorporating renewable and low-carbon technologies;
- d Providing opportunities for decentralised energy and heating;
- e Maximising green infrastructure; and
- f Reducing the need to travel and maximising opportunities for 'smarter' sustainable transport options to deliver the highest possible share of trips by the most sustainable travel modes.

Adaptation

- g Ensuring that development is designed to reduce vulnerability to, and provide resilience from, the impacts arising from a changing climate, whilst not increasing the potential for increased greenhouse gas emissions in doing so;
- h Incorporating multi-functional green infrastructure to enhance biodiversity, manage flood risk, address overheating and promote local food production;
- i Improving water efficiency; and
- j Ensuring that development does not increase flood risk, including by taking a sequential approach to avoid development in flood risk areas, and where possible reduces the risk of flooding.

Implementation

3.13 This Policy provides the strategic foundation for the Local Plan's legal duty to ensure that development and use of land contributes to the mitigation of, and adaptation to, climate change, in addition to the Council's local objectives. This policy underpins the range of more detailed policies set out in development management policies this Local Plan.

3.14 Proposals that involve new built development are expected to meet the criteria in this Policy and linked Development Management Policies, where relevant to the type of development proposed. In terms of mitigation, Criterion (a) is underpinned by Policy CC1 relating to reducing carbon emissions from new buildings, Criterion (b) is underpinned by Policy CC2 relating to Sustainable Design and Construction in new development, and Criterion (c) is underpinned by Policy CC3 relating to Renewable and Low-Carbon Energy Development. Criterion (d) relates to the generation of energy and heating close to where it is used. It can include renewable energy sources and is normally provided at a district level (multiple buildings) or communal level (multiple customers in a single building). Criterion (e) relates to green infrastructure, which is underpinned by policies SP2, SP14, CC8, PM1 and PM3. Criterion (f) relates to sustainable travel and is underpinned by Policy TI1.

3.15 In terms of adaptation, Criterion (g) relates to reducing vulnerability to (and providing resilience to) climate change. This is underpinned by Policy CC2 and includes measures such as utilising development layout and orientation to ensure over-heating in the summer is avoided, the provision of shaded outdoor space and provision of rainwater harvesting. Criterion (h) refers to multifunctional green infrastructure,

which is underpinned by policies SP2, SP14, CC2, CC8, PM1 and PM3. Criterion (i) refers to improving water efficiency and is underpinned by Policy CC4. Criterion (j) relates to the risk of flooding and is underpinned by Policies CC5 and CC6.

3.16 Planning applications for new built development must demonstrate how the proposed development has addressed the relevant criteria of Policy SP1.

Strategic Policy 2 - Planning for Healthy and Inclusive Communities (SP2)

What are we trying to achieve?

3.17 To support improvements in the health and wellbeing of residents, improve quality of life for all and reduce health inequalities through high quality place making, including the provision of high quality green infrastructure and access to attractive areas of public open spaces in the built up areas of the District.

Justification for approach

3.18 Planning has an important role to play in the ensuring the health and wellbeing of communities and as a means for addressing health inequalities in society.

3.19 Given this, it is important that planning and health are considered together in two ways: the first, in terms of creating environments that support and encourage healthy lifestyles, and the second, in terms of identifying and securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system.

3.20 National policy and guidance clearly establish that the design and use of the built and natural environment, including green infrastructure, are key determinants of health and wellbeing, and that the Local Plan has an important function in the delivery of healthy places.

3.21 Planning policies and decisions at a local level should therefore promote healthy, inclusive and safe places which maximise social interaction, are safe and accessible, and enable and support healthy lifestyles. Planning should also provide the social, recreational and cultural facilities and services that the community needs.

3.22 Dover District has an ageing population and indicators reveal that the health of the people in the District is lower than the national average. Life expectancy at birth is 79.2 years for males and 82.5 years for females, with life expectancy for women being lower than the England average. Life expectancy is also 5.9 years lower for men and 4.4 years lower for women in the most deprived areas of Dover than in the least deprived areas.

3.23 The District continues to have deprivation 'hot spots' that are among some of the most deprived areas in the country and Dover District is ranked 107 nationally (1 being the most deprived) out of 317 English local authority districts in the 2019 English Indices of Deprivation.

3.24 Self-reported health in the District is also worse than the England average, with 78.8% of residents describing their health as either 'very good' or 'good' (compared to 81.7% nationally) and 6.3% as either 'bad' or 'very bad' (compared to 5.3% nationally). Furthermore 20.8% of the population reported having an illness or condition which limited their day-to-day activities, compared with 17.6% nationally (2011 Census).

3.25 Obesity also continues to be an issue for the District in adults and children alike, with 19.1% (206) of children classified as obese in Year 6 of primary school ([see the PHE Health Profile for Dover](#)).

3.26 Policy SP2 sets out a strategy to improve health and wellbeing in the District, reduce inequalities, and promote the creation of healthy and inclusive communities through the delivery of long-term sustainable development and place making. Integrated working with public health organisations, health service organisations, commissioners, providers and local communities will be required to help deliver this.

SP2 - Planning for Healthy and Inclusive Communities

The Council will support the creation of healthy, inclusive and safe communities in the District by:

- 1 Ensuring that new development is well served by services and facilities (for example education, health and social 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.
- 2 Creating opportunities for better active travel, to promote physical health, including provision for safe cycle and pedestrian routes.
- 3 Protecting against the loss of existing community facilities, allowing for the expansion or enhancement of existing community facilities, promoting the dual use and co-location of services in accessible places and requiring new developments to provide for the needs of their new communities.
- 4 Ensuring that new developments are designed to be safe and accessible, to minimise the fear of crime and improve public safety.
- 5 Promoting social interaction and inclusion in new developments through the provision of high-quality, people-focused spaces that are convenient and welcoming with no barriers to access, and that can be used by all.
- 6 Supporting the delivery of cultural infrastructure and public art projects to create a sense of place and identity in both new and existing communities.
- 7 Ensuring that all new development achieves a high standard of design both internally and externally, and that developments are designed to be resilient to climate change.
- 8 Seeking to improve the District's air quality, reducing public exposure to poor air quality and minimising inequalities in levels of exposure to air pollution.
- 9 Ensuring improved access to and quality of greenspaces, the provision of new green infrastructure, and spaces for play, recreation and sports.

Implementation

3.27 This policy sets out the Council's overarching strategy for ensuring the creation of healthy and inclusive communities and is intended to act as a guide to developers and development management officers to inform the design and delivery of new development in the District.

3.28 The policy sets out the core principles and criteria that all development proposals should seek to address, and is supported by a range of more detailed development management policies within this Local Plan. Not all of the criteria or supporting development management policies will be relevant to every proposal for development, but where relevant, planning applications should be supported by a statement which demonstrates how they have addressed the policy criteria.

Strategic Policy 3 - Housing Growth (SP3)

What are we trying to achieve?

3.29 To provide greater choice of high-quality housing to meet the needs of Dover District's growing population and changing demographic, and address affordability issues.

3.30 To focus new development at accessible and sustainable locations which can utilise existing infrastructure, facilities and services, and to ensure development contributes to the sustainability of local communities and services, supporting regeneration and wherever possible make the best use of brownfield land.

Justification for approach

3.31 The NPPF requires local authorities to plan for their objectively assessed need for housing. The NPPF states that in order to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance, unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals.

3.32 The Department for Levelling Up, Housing and Communities (DLUHC) has made it clear that at present the baseline 2014-based Household Projections should be used for calculating local housing need. However, the affordability ratio which factors into the local housing need assessment is updated annually. For Dover District the latest housing need calculation is 611 dwellings per annum (dpa); a minimum of 10,998 new homes over the remaining plan period to 2040.

3.33 The Plan also needs to allocate a sufficient amount and variety of land for housing in the District to deliver a continuous supply of housing across the plan period and ensure a continuous five-year housing land supply.

3.34 As part of the preparation of the Local Plan the Council identified and appraised a range of growth and spatial options through the Sustainability Appraisal (SA) which provides an assessment of how different options perform in environmental, social and economic terms, to help inform which option should be taken forward. The SA, alongside other factors, such as the views of stakeholders and the public, and other evidence base studies, have been used to determine the growth and spatial strategy set out in the Plan.

3.35 The findings of the SA can be viewed on the Council's Local Plan website.

3.36 The Plan proposes to meet Dover District's objectively assessed need for housing.

Housing Supply

3.37 Table 3.1 sets out the Council's housing supply position. The Council's housing supply comprises:

- The extant supply of planning consents (both major and minor) for new dwellings as identified in the Housing Information Audit (HIA) at the end of March each year and reported in the Authority Monitoring Report. A non-implementation reduction of 5% has been applied to the total number of extant units across these commitments (with the exception of the extant permissions for the Whitfield Urban Expansion).
- The existing planned urban expansion at Whitfield. To date 1,483 homes have been granted consent at Whitfield³ of which there have been 478 completions, leaving 1,005 homes extant as of 31 March 2023. It is currently estimated that in addition to the delivery of the extant permissions, a minimum of

3 10/01010 – 1,250 dwellings, 10/01011 – 100 dwellings and 16/00136 for 133 dwellings

a further 2200 homes can be delivered at Whitfield over the Plan period, with the remainder of the development being delivered beyond the Plan period.

- Residential windfall sites i.e. proposals that come forward on sites that have not been allocated for housing over the plan period. The windfall contribution from small sites of less than five new dwellings to the overall supply of housing is 70 dwellings per annum - based on the annual average of past trends from this source since adoption of the Core Strategy in 2010. The contribution from small windfall sites is considered appropriate from year 4 of the remaining Plan period to avoid any double counting from windfall sites that have already received planning permission and are counted within the extant permissions. Therefore, it is considered justified and deliverable to include a windfall allowance of 980 dwellings in the anticipated housing supply for the Plan period.
- Sites allocated in the Ash Neighbourhood Plan.
- Sites allocated for residential development in this Local Plan

3.38 In order to meet the level of identified housing need it is important to maintain a healthy supply of housing. To provide flexibility and choice, and to account for changing circumstances and under-delivery, a contingency buffer is provided within the identified supply.

3.39 Table 3.1 below summarises the Council's housing supply position at April 2023.

Table 3.1 Local Plan Housing Need and Supply

LOCAL PLAN HOUSING NEED (18 X LHN 2022 - 611)	10,998
Extant supply (Permitted development not yet built) ¹ (Excluding WUE and with 5% non-implementation discount applied, as at March 2023)	3,568 (3,756 - 5%)
Whitfield Urban Expansion (WUE) Extant Supply as at March 2023	1,005
Year 1 (2022/23) Actual Completions	556
Ash Neighbourhood Plan Sites ²	196
COMMITTED SUPPLY TOTAL	5,325
Whitfield Urban Expansion Allocation SAP1 (without planning consent)	2,200
Local Plan Allocations (Excluding WUE allocation SAP1)	3,371
Windfall allowance (70 a year from year 5)	980
LOCAL PLAN SUPPLY TOTAL	6,551
TOTAL HOUSING SUPPLY	11,876
Contingency Buffer	878 (8%)

1 Permissions granted on Site Allocations (as at end March 2023) have been removed from the extant supply figure to avoid double counting with the Local Plan Allocations (SAP13 - DOV008 5 dwellings; SP13 DOV022C - 12 dwellings)

2 ASH003 (8 units), ASH004 (110 units), ASH011 (10 units), ASH014 (63 units), ASH015 (5 units)

Five Year Housing Land Supply

3.40 National policy requires local planning authorities to demonstrate a continuous five-year supply of deliverable housing sites. At the 1st April 2023, the Council has 5.38 years of housing supply, with a 5% buffer.⁴ Whilst the Council can demonstrate a five-year housing land supply without the need for additional housing sites, the provision of additional allocated sites phased within the first five years of the plan period (as shown on the housing trajectory in Appendix D) will ensure resilience and promote flexibility and choice, and assist in ensuring the Council can demonstrate a five year housing land supply in future years.

3.41 Table 3.2 sets out the Council's latest 5 year housing land supply based upon the strategy and deliverable sites allocated in the Plan, demonstrating a 6.32 year supply with a 5% buffer. Accordingly it is considered that the Council can demonstrate a five-year housing supply for the purpose of the NPPF.

Table 3.2 Five Year Housing Land Supply

HOUSING REQUIREMENT LHN 2022 611 X 5years	3,055
5% buffer	153
TOTAL FIVE YEAR HOUSING REQUIREMENT	3,208
HOUSING LAND SUPPLY	
Extant sites (excluding Whitfield UE)	2,723
Whitfield UE extant	500
Whitfield UE remaining SAP1	200
Local Plan allocations	486
Windfall Allowance	140
Ash NDP 2021 allocated sites	5
TOTAL SUPPLY	4,054
Housing supply surplus	999
TOTAL FIVE YEAR HOUSING SUPPLY Total Housing Supply (4,054) / Total Requirement (3,208) X 5	6.32 years

Settlement Hierarchy

3.42 As part of the evidence base for this Plan the Council has undertaken a review of its Settlement Hierarchy and of settlement confines (boundaries). Alongside the main town of Dover and the two other principal settlements of Deal and Sandwich, the District benefits from a wide range of rural settlements which define much of its attractive character. Aylesham in the north-west of the District has been identified as a Rural Service Centre in Local Plans for over 30 years and continues to play an important role in that regard. The remaining rural settlements are named 'Local Centres', 'larger villages' or 'smaller villages and hamlets' depending on the level of services available within them, and as set out in Table 3.3 below.

⁴ As set out in ED27 Five Year Housing Land Supply (doverdistrictlocalplan.co.uk).

Table 3.3 Settlement Hierarchy

Settlement Type	Settlement Description	Settlement
Regional Centre	Major focus for development in the District; suitable for the largest scale developments.	Dover
District Centre	Secondary focus for development in the District; suitable for urban scale development.	Deal
Rural Service Centres	A principle focus for services for the rural catchment area and suitable for a scale of development that would reinforce its role as a provider of services to a wide rural area.	Sandwich Aylesham
Local Centres	Villages that provide services for a local rural area and a secondary focus for development in the rural area at a scale that would reinforce their roles.	Ash Wingham Eastry St Margaret's-at-Cliffe Shepherdswell Kingsdown Elvington Eythorne
Larger Villages	Settlements that have limited services for residents where windfall development would be acceptable in principle in or adjoining.	Capel-le-Ferne Lydden Preston Goodnestone Worth Guston Northbourne Alkham East Langdon
Smaller Villages and Hamlets	Small settlements with few facilities where windfall infill development would be acceptable in principle.	Great Mongeham Denton Ripple Finglesham

Settlement Type	Settlement Description	Settlement
		Nonington
		Tilmanstone
		Woodnesborough
		Martin Mill
		West Hougham
		Betteshanger
		Chillenden
		Coldred
		East Studdal
		Ringwould
		Wingham Green
		Barnsole
		East Stourmouth
		Staple
		Wootton
		Sutton
		Ashley
		Martin

Housing Distribution

3.43 The distribution of housing growth in the District is primarily based on the settlement hierarchy (as set out above) and influenced by site availability, environmental constraints and factors of delivery. A key aim of the growth strategy is to focus development in the least sensitive areas of the District in order to conserve and enhance the District's rich natural and historical environment.

3.44 The Council's settlement strategy continues to focus on the development and regeneration of Dover Town and Whitfield, where accessibility to strategic transport networks and public transport is good and the greatest potential exists to maximise accessibility to job opportunities, shops, services and other facilities, and to create a new neighbourhood with supporting infrastructure. Approximately half of the District's new housing development is planned here, the majority of which is to be delivered as part of the urban expansion at Whitfield (see SAP1).

3.45 If the distribution of housing growth in the District were to purely follow the settlement hierarchy the secondary focus for development should be the District Centre of Deal, followed by the Rural Service Centres of Sandwich and Aylesham.

3.46 However, Deal has seen high levels of windfall development over the past ten years, due to market demand, which has resulted in a limited supply of suitable housing sites.

3.47 Housing delivery in Deal and Sandwich also continues to be constrained by a number of factors including: flood risk, wildlife sites, heritage and highways. Given this, it has been a challenge to identify suitable and available sites in Deal and Sandwich and the growth potential of these settlements is therefore currently considered to be relatively limited.

3.48 As a result, the remaining housing growth (not already identified at the main settlements of Dover Deal and Sandwich) is planned to be delivered through the strategic expansion of Aylesham (see SAP 24), in line with the original vision conceived by Sir Patrick Abercrombie in 1928 for Aylesham to become a small garden town. In addition, there will be development in the rural area of the District, distributed across the District's local centres and large and small villages, taking into account existing constraints, site availability and the settlement's position in the settlement hierarchy.

3.49 Here, a key part of the Council's growth strategy is to promote the sustainable development of rural areas, to support the vitality of rural communities in line with national policy. New housing can enable rural communities to retain and strengthen existing services and community facilities and help to create a prosperous rural economy. At the same time national policy advises that a balance must be achieved between allowing new housing and the need to protect the character and heritage of the settlements themselves, as well as the surrounding countryside.

3.50 As part of the Council's strategy for the rural area it is proposed to grow the adjacent villages of Eythorne and Elvington to strengthen the settlements' roles as local centres, with new services and facilities to be delivered alongside new homes. Further details of the Council's strategy for Eythorne and Elvington is set out in SAP 28.

Housing Site Options

3.51 The Local Plan makes a number of strategic and non-strategic Site Allocations for housing development in accordance with the housing growth strategy set out in SP3.

3.52 Whilst every effort has been made to make as much use of previously developed or brownfield land as possible in the housing growth strategy, due to their constrained nature, issues with viability, deliverability and limited supply, it has also been necessary to identify greenfield sites to meet the District's identified housing need.

3.53 Of the 69 sites allocated for housing in the Plan, 45 are greenfield and 24 are brownfield sites. In terms of the overall number of those new homes, 76.7% of the new homes proposed on Site Allocations in the plan are on greenfield sites, and 23.3% are on brownfield sites.

3.54 The NPPF requires Local Authorities to identify land, through Local Plan and Brownfield Registers, to accommodate at least 10% of the housing requirement on small and medium sites, no larger than one hectare. Based upon the sites identified in this Plan through allocations, extant consents (including those in the brownfield register) and windfall allowance, this requirement will be met.

3.55 Table 3.4 sets out the distribution of Housing Site Allocations by settlement.

Table 3.4 Distribution of Housing Site Allocations by Settlement

Settlement	Indicative number of dwellings
Secondary Regional Centre	
Dover (incl Guston, Temple Ewell)	1083
Whitfield (Whitfield Urban Expansion)	2200
District Centre	
Deal (incl Walmer, Sholden, Great Mongeham)	263
Rural Service Centre	
Sandwich	282
Aylesham	649
Local Centres	
Ash	196 (allocated through the Ash Neighbourhood Plan)
Eastry	95
Wingham	103
Shepherdswell	70
Eythorne and Elvington	355
St Margaret's-at-Cliffe	86
Kingsdown	55
Larger Villages	
Capel-le-Ferne	95
Lydden	30
Preston	65
Worth	25
Alkham	10
East Langdon	40
Smaller Villages	
Ringwould	10
Chillenden	5
Nonington	27
Woodnesborough	15
Staple	3
Coldred	5

Gypsy and Traveller Accommodation

3.56 The Council has a responsibility through national policy to assess and plan for the housing needs of all residents, including the Gypsy and Traveller community. Gypsy and Traveller accommodation is a specialised dwelling type, known as pitches, that fall within the overall District need for new homes in the same way as they do for the settled community. Whilst being part of the overall need for housing, this type of accommodation also has its own specific National Planning Policy for Traveller Sites (PPTS). PPTS requires that local planning authorities identify and supply sites for Gypsies and Travellers over a set period of time. Other legislation, such as the Housing and Planning Act and Equality Act also require that the Council plan for this specific accommodation need.

3.57 The PPTS requires Local Authorities in producing their Local Plan to (a) identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets and (b) identify a supply of specific, developable sites, or broad locations for growth, for years 6 to 10 and, where possible, for years 11-15.

3.58 The level of need for Gypsy and Traveller accommodation in the District is set out within the latest Gypsy and Traveller Accommodation Assessment (GTAA).

3.59 The GTAA identified a cultural need for 30 pitches over the period 2014 – 2037. An update was carried out to the GTAA (March 2020) to assess the need for pitches and to confirm potential sources of site supply during the Local Plan period 2020 to 2040. The update identified a cultural need for 26 pitches between 2020 and 2040; (1.3 pitches a year).

3.60 In terms of a committed supply of sites, at April 2023, planning permission has been granted for 26 pitches. In addition, 8 pitches that the GTAA had identified as vacant in 2020 had also been occupied by April 2023.

3.61 Further provision for pitches is made by:

- The intensification of existing sites under Policy H3; and
- Windfall sites which shall be considered on a site by site basis in accordance with Policy H4.

Housing Growth Strategy

3.62 Strategic Policy 3 sets out the scale and distribution of housing growth in Dover District to 2040. The strategy aims to meet the District's objectively assessed need for housing and direct growth to the most sustainable locations in the District, taking into account existing environmental, historical and highways constraints, and seeks to support and maintain the vibrancy and sustainability of settlements.

SP3 - Housing Growth

Provision is made for at least 10,998 net additional homes in the District over the Plan period. In order to achieve this target, additional housing sites are proposed to provide choice and competition in the market up to 2040.

The housing target will be met through a combination of committed schemes, Site Allocations and suitable windfall proposals.

The majority of new housing development will be in Dover Town and at Whitfield. Land is therefore identified to deliver a minimum of 3,283⁵ homes in addition to existing commitments.

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; and taking account of environmental and other constraints. Land is therefore allocated to deliver in the region of 1,194 homes, in addition to existing commitments.

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. Land is therefore allocated across settlements in the rural areas to deliver in the region of 1,094 homes, in addition to existing commitments.

Development that would result in disproportionate growth to any of the District's settlements, which cannot be supported by the necessary infrastructure and services or would result in a loss of services and facilities which are considered to be key to supporting local communities will be resisted.

Windfall housing development will be permitted where it is consistent with the spatial strategy outlined above and is consistent with other policies of this Local Plan.

Provision is made for 5 Gypsy and Traveller pitches to be delivered through the intensification of existing sites. Gypsy and Traveller windfall proposals will be permitted on suitable sites, in accordance with Policy H4.

The Council will resist any net loss in the District's stock of dwellings, or authorised permanent Gypsy and Traveller sites; unless in accordance with other plan policies. Areas and sites that are key to the delivery of the housing growth strategy have been designated or allocated on the Policies Map.

Implementation

3.63 To meet the District's identified housing need, sites have been identified and allocated in the Plan in accordance with Policy SP3. These are set out in the strategic and non-strategic Site Allocations policies and shown on the Policies Map. Policy SP4 also sets out the Council's strategy for the delivery of windfall development, in accordance with SP3. Further guidance and detailed criteria are provided in the policies in the Plan to guide the delivery of housing development in the District. All new housing development in the District will be expected to comply with policy SP3.

5 This includes the estimated delivery of 2200 from Whitfield Urban Expansion allocated land (SAP1)

Strategic Policy 4 - Residential Windfall Development (SP4)

What are we trying to achieve?

3.64 To enable new housing to be delivered in a range of accessible and sustainable locations in the District on sites which are not identified within the Local Plan, as set out in Policy SP3 - Housing Growth.

Justification for approach

3.65 Windfall sites are sites that have not been identified for residential development through the land allocation process but that may be otherwise suitable for development. They tend to be small in scale, come forward on previously developed land or vacant areas within settlement boundaries and can offer a significant contribution to the supply of new homes. Over the last 10 years windfall development has made an important and sustained contribution to the provision of additional homes in this District, accounting for 45% of all completed dwellings within the District over this period. Over two thirds of these windfall developments have been new-build dwellings, with 85% of these coming forward on previously developed land. Over this period, the spatial distribution of windfall development has largely followed the settlement hierarchy, with 39% of windfall permissions being located at Dover, 31% at Deal and 12% within the defined settlement confines of rural villages.

3.66 In accordance with the NPPF and associated Planning Practice Guidance, Local Plan policies should allow for suitable development opportunities for windfall housing to come forward during the Plan period in sustainable locations. These are defined as being within, and in some instances immediately adjoining, the built confines of settlements which have a reasonable range of facilities. It is important that the scale and quantity of such windfall developments should always be in proportion to the size of the settlement, and the range of services and community facilities available to serve it, at the time of the application. In some cases these may be services and facilities in another nearby settlement that would also serve the proposed development. Such an approach acknowledges that new housing can enhance or maintain the vitality of rural communities and help them retain existing services, such as public transport, retail and educational facilities. In districts such as Dover where the countryside is characterised by groups of small settlements, development in one village may also support the viability of services in another village close by.

3.67 However, in adopting such a policy approach a balance must be achieved between allowing residential windfall development in rural settlements and the need to protect the scale, character, built form, economy, heritage and natural environment of the settlements themselves, as well as their settings and surrounding countryside. The policy therefore sets out a number of criteria which all applications coming forward under this Policy must comply with, in order to ensure these matters are appropriately addressed.

Settlement Hierarchy and Boundaries

3.68 As part of the evidence base for this Plan the Council has undertaken a review of its Settlement Hierarchy and of settlement confines (boundaries). This Hierarchy is one of a number of factors that will guide the approach to the acceptability of windfall development across the District, including flood risk, landscape designations and features, and the importance of protecting the distinctive character and heritage of individual settlements. Alongside the main town of Dover and the two other principal settlements of Deal and Sandwich, the District benefits from a wide range of rural settlements which define much of its attractive

character. Aylesham in the north-west of the District has been identified as a Rural Service Centre in Local Plans for over 30 years and continues to play an important role in that regard. The remaining rural settlements are small villages and hamlets, many with Conservation Areas at their core.⁶

Separation of Settlements

3.69 Settlements in Dover District are largely distinct and separate in nature and this spatial distribution of identifiably distinctive settlements is an important element of the landscape and character. Unplanned erosion of countryside between the confines of settlements in this District therefore has the potential to have a serious adverse impact on the overall landscape character of the District and on the individual identity of villages through the loss of important elements of their setting, or, more seriously, through coalescence. Small settlements in close proximity to the three urban settlements of Dover, Deal and Sandwich, are particularly at risk of coalescence. SP4 therefore includes specific criteria to prevent the merging of two or more settlements.

Isolated Dwellings in the Countryside

3.70 National policy is clear that new isolated dwellings in the countryside, outside of settlement boundaries are only permissible in exceptional circumstances. These circumstances are limited to: dwellings where there is an essential need for a rural worker to live permanently at or near their place of work; where the new dwelling would represent the optimal viable use of a heritage asset; would be appropriate enabling development to secure the future of heritage assets; would re-use redundant or disused rural buildings and enhance their immediate setting; would involve the subdivision of an existing residential dwelling; or, finally, where the new dwelling is of exceptional design quality. It is considered appropriate that these criteria also apply to new dwellings which may be located outside of settlement confines listed in section 2 of Policy SP4, but are not necessarily isolated.

SP4 - Residential Windfall Development

Residential development or infilling of a scale that is commensurate with that of the existing settlement will be permitted within or adjoining the settlement boundaries, as shown on the Policies Map, of the following settlements:

- Ash, Alkham, Aylesham, Capel-le-Ferne, Deal⁷, Dover⁸, East Langdon, Eastry, Elvington, Eythorne, Guston, Goodnestone, Kingsdown, Lydden, Northbourne, Preston, Sandwich, Shepherdswell, St Margaret's-at-Cliffe, Wingham, and Worth.

Minor residential development or infilling of a scale that is commensurate with that of the existing settlement will be permitted within the settlement boundaries, as shown on the Policies Map, of the following settlements:

-
- 6 Due to their geographical proximity with the urban area of Dover, the villages of River, Temple Ewell, Burgoyne Heights and Whitfield are considered to form part of Dover for the purposes of this policy and the Settlement Hierarchy. Similarly, the settlements of Sholden and Walmer are considered, for the purposes of this policy and the Settlement Hierarchy, to fall within the urban area of Deal.
- 7 For the purposes of this policy the settlements of Sholden and Walmer are considered to be part of Deal
- 8 For the purposes of this policy the villages of River, Temple Ewell, Whitfield and the area of Burgoyne Heights are considered to be part of Dover

- Ashley, Barnsole, Betteshanger, Chillenden, Coldred, Denton, East Studdal, Finglesham, Great Mongeham, Martin, Martin Mill, Nonington, Ringwould, Ripple, Staple, East Stourmouth, Sutton, Tilmanstone, West Hougham, Wingham Green, Woodnesborough and Wootton.

Subject to all of the following criteria being met:

- a It is of a scale that is appropriate to the size, role and function of the settlement and the range of services and community facilities that serve it, taking account of the cumulative impact of any allocated sites and committed development;
- b It is subordinate to the community it adjoins and integrates successfully with the layout, density, fabric and appearance of the existing settlement and individually or cumulatively, would not result in the coalescence or merging of two (or more) separate settlements, or the significant erosion of a gap between settlements, so as to result in the loss of individual settlement identity or character;
- c In the case of settlements in, adjoining or surrounded by, the Kent Downs AONB or Heritage Coasts, that the proposal complies in the first instance with the primary requirement of conserving and enhancing landscape and scenic beauty, and, where this is demonstrated, that the scale and extent of development is limited, sensitively located and designed to avoid or minimise adverse impacts on these designated landscapes;
- d It would conserve and enhance landscape character and biodiversity and not result in harmful intrusion into the open countryside or the loss of important green spaces within the confines that contribute positively to the existing character of that settlement;
- e It would preserve or enhance any heritage assets within its setting;
- f It would not result in the significant loss of best and most versatile agricultural land currently used for agriculture;
- g Where the site adjoins open countryside, an appropriately designed landscape buffer is included;
- h It would be compatible with neighbouring buildings and land uses in accordance with PM2a;
- 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 E2, PM5 and PM6 of this Plan;
- j Traffic movements generated from the development do not result in severe impacts to the highway network that cannot be mitigated. This should be considered through transport assessments carried out in accordance with Policy TI2 which must take account of the cumulative impact of sites allocated or committed for development. Proposals must not prejudice the ability of sites allocated or committed for development to come forward due to limited highway capacity; and
- k It would be in accordance with all other relevant policies in the Plan.

New dwellings (both isolated and non-isolated) elsewhere in the countryside outside of settlement boundaries will only be permitted in exceptional circumstances under one or more of the criteria i) to v), and subject to meeting criteria a) to k) above:

- i there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;
- ii the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;
- iii the development would re-use redundant or disused buildings and enhance its immediate setting;

- iv the development would involve the subdivision of an existing residential building; or
- v the design is of exceptional quality, in that it: - is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and - would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.

Implementation

3.71 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 adjoining the boundaries of settlements listed in SP4 will be required to comply with all the criteria set out in the Policy. The following information sets out additional guidance on the implementation of the policy:

- 1 Where settlement boundaries (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 settlements, windfall development will be acceptable in principle within or adjoining the settlement boundaries. In the smaller of these villages and hamlets windfall development within the confines only will be acceptable.
- 2 For proposals to be considered acceptable adjoining the confines of a settlement listed in Part 1 of this Policy the built form of the proposed development must be physically and visually related to the existing built form of the settlement it adjoins. In most cases, this will require development proposals to be immediately adjoining the settlement boundary line. However, schemes will also be considered acceptable where there is a very close connection between the proposed development and the built form of the existing settlement.
- 3 Where the built form of a proposed new development is not well related to the existing built form of the settlement, the scheme will not be considered to meet the requirements of the policy. This includes schemes where a part of the site directly adjoins the settlement boundary line. This could, for example, occur where the access road to the proposed scheme immediately adjoins the settlement boundary, but the area proposed for built development is not well related to the settlement boundary and/or existing built form.
- 4 Settlement boundaries (confines) 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 and built form that occur from new 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 relevant planning application.
- 5 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.

- 6 Proposals for windfall development in, or immediately adjacent to, settlements within the Kent Downs AONB will require particular care. The National Parks and Access to the Countryside Act 1949, reflected in national planning policy and guidance, requires that great weight is given in the planning process to conserving and enhancing the landscape and scenic beauty of Areas of Outstanding Natural Beauty. Windfall development in the parts of the District that lie within the Kent Downs AONB should therefore be limited in scale and extent, and will be required in the first instance to conserve and enhance the natural beauty of this landscape. National policy also requires that development in areas defined as Heritage Coasts should be consistent with the special character of these areas and in particular acknowledge the importance of the conservation of their natural beauty and scientific significance. The two areas of Heritage Coast in the District are largely also covered by the Kent Downs AONB designation. Major development is not consistent with the natural beauty and special character of either of these national landscape designations and, in accordance with national policy and guidance, will therefore only be permitted in exceptional circumstances.
- 7 In assessing whether a proposal would adversely affect the individuality and character of a settlement, the distance between settlements is only one factor that should be considered. The topography of the area, existing woodland or natural features for example can create visual separation even if physical separation is limited, while the historic integrity of the village or hamlet is also an important issue that defines settlement character. The assessment of significance of loss of best and most versatile agricultural land will be based on the grade of the land, its current use, and the scale of the loss in relation to the surrounding uses and district-wide provision.
- 8 Proposals for new dwellings which do not comply with parts 1 and 2 of the policy will be assessed against the national criteria relating to isolated new dwellings in the countryside. The criteria are set out in the policy as it is also proposed that they apply to new dwellings which may not necessarily be isolated, but which are located outside the boundaries of the District's rural settlements listed in part 2 or may not be considered directly adjoining the settlement boundaries of the settlements listed in part 1 of the policy. For applications to convert redundant rural buildings to dwellings, proposals will need to demonstrate that the existing buildings have been on-site for a period of years, have been appropriately maintained and are no longer needed for their current or previous use. Proposals submitted under the final category of exceptional design quality should be demonstrably outstanding or innovative, reflect the highest standards of architecture and significantly enhance and be sensitive to the defining characteristics of its immediate setting. Such proposals will be subject to rigorous and independent assessment of their design quality by the Dover Design Review Panel and applications will be expected to respond to the advice provided.
- 9 Applications for new permanent rural workers dwellings will be assessed in accordance with the NPPF and having regard to the NPPG which require that decisions are taken based on:
 - Evidence of the necessity for a rural worker to live at, or in close proximity to, their place of work to ensure the effective operation of an agricultural, forestry or similar land-based rural enterprise (for instance, where farm animals or agricultural processes require on-site attention 24-hours a day and where otherwise there would be a risk to human or animal health or from crime, or to deal quickly with emergencies that could cause serious loss of crops or products);
 - The degree to which there is confidence that the enterprise will remain viable for the foreseeable future;
 - Whether the provision of an additional dwelling on-site is essential for the continued viability of a farming business through the farm succession process;

- Whether the need could be met through improvements to existing accommodation on the site, providing such improvements are appropriate taking into account their scale, appearance and the local context; and
- In the case of new enterprises, whether it is appropriate to consider granting permission for a temporary dwelling for a trial period.

3.72 Employment on an assembly or food packing line, or the need to accommodate seasonal workers, will generally not be sufficient justification.

Strategic Policy 5 - Affordable Housing (SP5)

What are we trying to achieve?

3.73 To support the delivery of affordable housing in the District to meet the needs of Dover District's growing population and changing demographic.

Justification for approach

3.74 Delivering more homes, including more affordable homes in the places they are needed, is a key Government priority. 'Affordable homes' incorporate a range of tenures to suit different needs of the community and can be social rented, affordable rented, intermediate products such as Shared Ownership, Rent to Buy, First Homes and other discounted market sales homes providing homes to eligible households whose needs are not met by the market.

3.75 The NPPF requires that the tenure of housing needed for different groups in the community including Affordable Housing should be reflected in planning policies and that plans should set out the contributions expected from new development, including affordable housing requirements, and that such policies should not undermine the deliverability of the plan.

3.76 The Local Plan has therefore been informed by a Strategic Housing Market Assessment (SHMA) and Whole Plan Viability Study. The SHMA⁹ identified an Affordable Housing need figure of 167 homes per year in the District and this justifies an overall 30% policy requirement for Affordable Housing as set out in the policy. The Whole Plan Viability Study¹⁰ assessed the impact of the affordable housing requirements on the deliverability of the plan, and considered various options for the levels and types of affordable housing, balanced against other policy requirements.

3.77 The Viability Study concluded that within the Dover Urban Area (as identified in Figure 3.1) through the testing of a number of scenarios, it is not viable to require affordable housing, including the minimum requirement in the NPPF for 10% affordable homeownership. The policy below therefore sets out that no requirement will be placed on new schemes within the Dover Urban Area. This will assist with the delivery of brownfield sites in the town, contributing to the regeneration of the area.

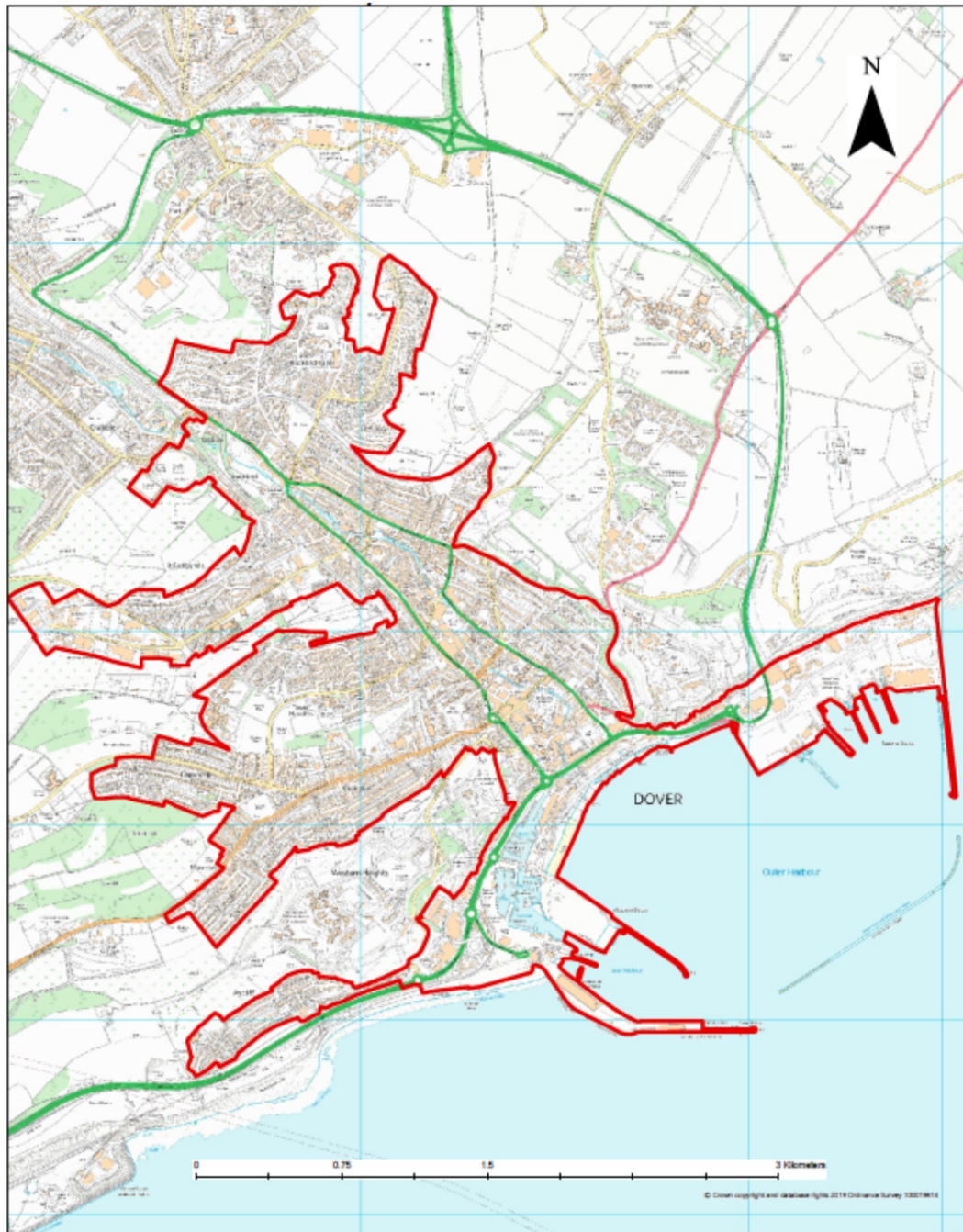
3.78 Although there is no specific requirement for new developments to provide Affordable Housing in the Dover Urban Area, it is important to note that the Council itself is also meeting the needs in the District for Affordable Housing with a range of new Council Housing currently being planned and delivered, largely in Dover and the District centres. Furthermore, several sites allocated in this Plan will be delivered by the Council as Affordable Housing schemes¹¹. More information is available on the [website here](#).

⁹ HEB01b Strategic Housing Market Assessment Part 2 (doverdistrictlocalplan.co.uk)

¹⁰ [GEB08a-Whole-Plan-Viability-Study-Main-Report-and-Appendices.pdf](#)

¹¹ TC4S026 Military Road, Dover 9 dwellings, TC4S027 Roosevelt Road, Dover 10 dwellings, TC4S028 Peverell Road, Dover 6 dwellings and TC4S030 Colton Crescent, Dover 10 dwellings (see SAP 12)

Figure 3.1 Map of the Dover Urban Area - Affordable Housing Exemption Area (Policy SP5)



3.79 In terms of the rest of the District, there are three different values areas which impact upon the ability of development to deliver affordable housing. Within the higher and medium value areas the viability evidence demonstrates that development can support a requirement for 30% affordable housing. Within the lower value areas, the delivery of 30% is more marginal and would depend upon the level of developer contribution being sought for other infrastructure. However, the 30% requirement for the rest of the District outside of the Dover Urban Area is the starting point for the policy position.

3.80 The NPPF allows affordable housing to be secured on sites of 10 dwellings or more (or sites larger than 0.5ha). In addition, in AONBs and Designated Rural Areas,¹² the threshold can be reduced to 6 dwellings. The viability work demonstrates that sites of these thresholds within those areas are able to accommodate affordable housing and given the overall need for affordable housing in the District, it is considered that these thresholds are the most appropriate in order to maximise delivery of affordable housing. The principle of increasing the supply of affordable housing within the AONB is supported by the Kent Downs AONB Management Plan.

3.81 In May 2021, the Government released a Written Ministerial Statement and Planning Practice Guidance setting out national planning policy for a new affordable housing product called First Homes. The PPG states that First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations. The remaining 75% of homes within an affordable allocation on a site are expected to be delivered after the 25% First Homes requirement is secured.

3.82 A First Home must be discounted by a minimum of 30% against the market value; and after the discount has been applied, the first sale of the home must be at a price no higher than £250,000. However, the PPG encourages local planning authorities to ensure that First Homes work well in their area, which may include requiring a higher minimum discount, lower price or income caps, or local connection/key worker requirements, if they can demonstrate a need for this through evidence.

3.83 An additional report 'Modelling the future demand for First Homes' was produced in 2021 to assess the implications of the First Homes requirement in the District. This analysis confirms that the 30% discount rate is the most appropriate to meet the need for First Homes in the District. Local eligibility criteria may also be implemented to support the provision of First Homes in the future.

3.84 This report also sets out that it is clear from the cost profile of First Homes that their likely price-level will mean that they could be suitable for a notable number of households that would otherwise reside in the private rented sector and this has altered the assumptions on tenure mix set out in the 2019 SHMA and provides the following recommendation on the future needs to 2040:

3.85 'The overall requirement for 16.4% of housing to be Affordable Rented/ Social Rented and 14.7% affordable home ownership (of which 5.9% could be Shared Ownership and 8.8% 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 52.9% of homes are Affordable Rented/ Social Rented, 18.9% shared ownership and 28.2% First Homes'.

3.86 These percentages have been rounded to the nearest 5% for the purposes of the Affordable Housing policy below, which satisfies the NPPF requirement for 10% affordable home ownership to be delivered on sites as well as the ability to deliver 25% First Homes as a proportion of the 30% affordable home ownership requirement.

3.87 Schemes not able to meet the 30% or the tenure split requirements set out in the policy below for the relevant area of the District will need to demonstrate this through an independently assessed viability study. If a viability case is evidenced the Council will, on a case by case basis, provide flexibility in the provision of affordable housing through a number of options detailed within the policy.

12 National Parks, Areas of Outstanding Natural Beauty and areas designated as 'rural' under Section 157 of the Housing Act 1985 - [The Housing \(Right to Acquire or Enfranchise\) \(Designated Rural Areas in the South East\) Order 1997 \(legislation.gov.uk\)](#)

SP5 - Affordable Housing

- 1 The Council requires the provision of affordable housing on schemes of 10 dwellings or more (or sites of 0.5 hectares or more), and in Designated Rural Areas, on schemes of 6 dwellings or more, with provision being not less than 30% of the total housing provided on the site. This is with the exception of the Dover Urban Area, as set out on the policies map, where there will be no requirement for affordable housing to be provided. There may be circumstances, such as the size or location of the site or the type of housing proposed, that would justify an off-site financial contribution as a more practical approach to meeting the policy requirements than on-site provision.
- 2 The affordable housing shall be provided with a tenure split of 55% affordable/social rent, 25% First Homes (at 30% discount rate) and 20% other affordable home ownership products. All proposals are expected to meet their full affordable housing provision on-site.
- 3 Should independently verified viability evidence establish that it is not possible to deliver the affordable housing as required by part 1 of this policy, and the viability position is agreed by the Council, the Council will consider, on a case by case basis, flexibility in the provision of affordable housing, including through the following options:
 - a Change in the tenure mix required.
 - b Reductions in the overall proportion of affordable housing.
 - c Provision of an off-site financial contribution in lieu of affordable housing provision on-site, to secure equivalent provision of affordable housing off site, including 25% to secure First Homes.
 - d A combination of the above.
 - e Deferred contributions.
- 4 If a site comes forward as two or more separate schemes, of which one or more falls below the appropriate threshold, the Council will seek an appropriate level of affordable housing on each part to match in total the provision that would have been required on the site as a whole.

Implementation

3.88 This policy will be applied to proposals for sites 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 all C3 uses and some specialist housing schemes, for example, age-restricted dwellings or older-persons' schemes that have some element of care/communal facilities provided but are otherwise independent housing units. There may be circumstances where the council considers that an off-site financial contribution is a more practical approach to meeting the policy requirements than providing on-site provision which may not be in a location or of a size which is able to be managed effectively by a Registered Provider. This may include schemes for specialist or older persons housing, self and custom build or smaller scale proposals. This will be assessed on a case-by-case basis at planning application stage, taking into account the outcome of Viability Appraisals, other relevant housing need evidence and Council housing officers' advice.

3.89 It should be noted that the nil requirement for affordable housing in Dover urban area does not prevent affordable housing schemes coming forward where there are proposals to meet local housing need through both direct delivery of new Council houses or where external capital funding opportunities arise for affordable housing or social rented schemes through key partners such as Homes England.

3.90 In accordance with Policy H1, the types and sizes of affordable housing units on qualifying schemes will be assessed on a case-by-case basis, using evidence of need such as the latest SHMA, local needs housing assessments and local needs lettings policy. In terms of the housing need for wheelchair users, this is set at a proportion of the affordable rented units, for which there are nomination rights from the Housing Register as detailed in Policy PM2. With regards to the design and layout of Affordable Housing units within schemes, this must be tenure blind as set out in Policy PM1. Planning applications which include an element of Affordable Homes should include a schedule and site plan detailing the location, tenure, house types and size of the units. On smaller sites, where the Affordable Housing requirement may result in individual or few units, Registered Providers should contact the Council's Housing department to discuss the potential for these to be managed by the Council.

3.91 Affordable Housing requirements should be met on-site, as set out in the NPPF and meet the mix set out in the Policy above. If this cannot be achieved due to viability, the policy requires independently verified and robust evidence to be produced. The applicant should refer back to the Council's viability testing that informed the Local Plan and provide evidence for what circumstances have changed since then that justify a site-specific appraisal to be undertaken as part of the planning application. Any viability appraisal is to be prepared at the applicant's expense and will be published as part of the planning file. Site-specific circumstances will need to be clearly set out in any case being put forward. This will not apply where land has been purchased speculatively above realistic threshold land values. In addition, the applicant will be required to meet the costs of the independent assessment to evaluate the submitted viability appraisal.

3.92 If the viability evidence is verified, the flexibility listed in part 3 of the Policy will be considered. This will be undertaken in the order of the criteria are set out, first looking to consider the tenure mix, as suggested within the Whole Plan Viability Study. It should be noted that the most up-to-date housing needs assessment for the area will be used when undertaking this assessment. Secondly an assessment of a potential reduction of overall proportions which must consider first the government priority for First Homes and NPPF requirement for 10% of the overall site being affordable home ownership products will be made.

3.93 If these options do not resolve the viability position, an off-site contribution or a combination of a-c criteria will be assessed. Where an off-site contribution is deemed appropriate, wherever possible this should be utilised to target areas of need in the District set out in the SHMA or local needs housing assessments in order to assist with rebalancing the housing market. This is to ensure that the policy provides much needed affordable housing to meet the needs of the area, by providing local housing for local people. The calculation for provision of off-site contributions is currently set out in the Addendum to the Dover District Affordable Housing SPD and is equivalent to 5% of the GDV of the scheme as a whole. This will be reviewed as part of an updated SPD.

3.94 The final option will be to consider whether off-site contributions for Affordable Housing can be sought through a Deferred Payments Mechanism. This is a mechanism to monitor sales/rental values of the final scheme and ensure that an agreed percentage of any rise in values is paid to the Council towards those contributions that are deferred.

3.95 For the purposes of planning applications received, planning policy and planning legal agreements the Council will use the affordable housing terms within the NPPF (2021) Annex 2¹³ and the PPG on First Homes.

13 [Annex 2: Glossary - National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](#)

Strategic Policy 6 - Economic Growth (SP6)

What are we trying to achieve?

3.96 To grow and diversify the Dover District economy by providing additional employment floorspace, making it an attractive and competitive place to start, grow and invest in a broad range of businesses, attracting more and better jobs and attracting and retaining working age people.

Justification for approach

3.97 National policy requires local authorities to plan proactively to meet the needs of business and support a successful local economy. In order to deliver a step change in economic growth in the District the Council has developed an Economic Growth Strategy 2021, which establishes the Council's aspirations and vision for economic growth both in overall terms, and through specific opportunities that exist in the District.

3.98 The strategy identifies the following key themes and objectives, which inform proposals set out in this Local Plan.

- 1 Creating economic value
- 2 Delivering infrastructure for growth
- 3 Revitalising our town centres
- 4 Harnessing tourism and the visitor economy
- 5 A thriving rural economy

3.99 The Economic Growth Strategy provides the opportunity to promote a stronger economic narrative and plan and enables the Council to make the case for further investment and funding to unlock key sites and guide future development in the District.

3.100 Other issues beyond employment are also relevant within the context of developing a new Local Plan that facilitates economic growth in Dover, for example wider 'place making' priorities; creating attractive places to live and work through revitalising the existing built environment and creating new spaces; town centre regeneration; and infrastructure provision. These issues are covered in other sections of the Plan but should be considered as part of this strategy.

Employment Need

3.101 The update to the Economic Development Needs Assessment (EDNA) 2021 sets out the future requirements for employment floorspace in the District over the Plan period to 2040. This study updates the 2017 EDNA and considers two updated economic growth scenarios for the District, based on Experian's latest local level economic forecasts and the most up-to-date trends in completions of employment space across the District. The study also takes into account the impact of Brexit and the COVID-19 pandemic in its projections.

3.102 The updated labour demand growth scenario (scenario 1) draws on Experian's April 2021 economic forecast to consider short and longer-term effects of the COVID-19 pandemic upon economic growth prospects for the District over the Plan period. This suggests that the District's job base could recover to pre-pandemic levels by 2022/23 and then record steady growth to 2040. The overall scale of employment growth implied by the latest Experian forecasts is not dissimilar to that implied by equivalent forecasts analysed as part of the 2017 EDNA, but by comparison, expects office, industrial and distribution sectors to make a much bigger contribution to job growth. This results in a significantly higher employment space requirement for the 20-year Plan period of 48,925sq.m or 11.1ha in land terms, compared with -0.8ha in

the 2017 EDNA (covering a 20-year period to 2037). The majority of this requirement relates to light industrial uses. It also assumes that recent patterns of job decline across the District are reversed, as the economy recovers from COVID-19 and grows over the longer term.

3.103 The updated past development rates scenario (scenario 2) draws on latest monitoring data which indicates that the District's stock of employment space has been gradually increasing over the past few years. If the last five-year development trend were to continue to 2040, this would require over 117,290sq.m or 31.1ha of employment land, and could accommodate a range of mainly industrial and mixed office/industrial uses. The scale of this requirement also significantly exceeds equivalent analysis presented in the 2017 EDNA, which drew on earlier monitoring data showing a gradual erosion of employment space by comparison.

3.104 In the context of planning for sustainable economic growth, the EDNA 2021 recommends that the Council plan to accommodate at least the labour demand (job growth) based requirement (scenario 1) to ensure that business growth potential is not constrained by lack of spatial capacity in future. This requirement is equivalent to at least 48,925sq.m or 11.1ha of employment space over the Local Plan period to 2040.

3.105 A key limitation of these updated scenarios however is that they represent a 'business as usual' view of future economic growth in Dover District, based on past/recent trends in both job growth and commercial use class development. The Council has a clear aspiration to introduce a step change in the delivery of economic growth within the District, as reflected within its new Economic Growth Strategy. This identifies a number of growth opportunities and projects which collectively offer the potential to achieve a higher level of job growth than implied by the latest Experian forecasts, and could therefore require a higher quantum of employment space to accommodate associated activity over the new Local Plan period to 2040. The step change nature of these development projects means that the scale and nature of job generation is not reflected within the baseline job demand forecasts.

Employment Land Supply

3.106 With regards to employment land supply, the 2021 EDNA states that when compared with the latest position in terms of identified employment land supply in the District, existing allocations (from the 2002 Local Plan, Core Strategy 2010 and Land Allocations Local Plan 2015) and extant planning permissions continue to provide sufficient employment space in quantitative terms to accommodate employment floorspace requirements arising under both future growth scenarios 1 and 2. The EDNA does however identify a significant shortfall of land for light industrial uses within the District over the plan period. There is also uncertainty regarding the availability of Phase 3 of White Cliffs Business Park which was proposed to be used as an Inland Border Facility. At the time of writing the site is owned by the Department for Transport whose intentions for the site are likely to include some form of employment generating use during the Plan period.

3.107 With regards to the location of employment space, the EDNA 2021 notes that a significant share of the identified employment space supply is located on the edge of Dover town at Whitfield, at Aylesham, and at the District's premier employment site at Discovery Park, Sandwich with a need for further employment land identified in Deal.

3.108 Given this, the 2021 EDNA recommends the Council consider some selective allocation of additional sites over and above existing employment allocations in order to provide additional flexibility and choice to the market over the Plan period, particularly within those areas of strongest market demand and to support a balanced distribution across the District's main settlements.

3.109 While this could lead to a position of some degree of employment land over-provision within the Local Plan, through an approach which actively seeks to make provision over and above the technical need for employment land, this would help the Council to prepare for the uncertainties that continue to exist

post-COVID-19 and post-Brexit by offering maximum choice and flexibility to those wishing to invest or to reinvest in employment-creating activities. Such an approach is also reinforced by the Council's Economic Growth Strategy.

Delivering Economic Growth

3.110 Strategic Policy 6 sets out the Council's strategy for delivering economic growth in the District, including the need to deliver a minimum of 117,290sq.m (31.1ha) of new employment floorspace over the plan period (2020-2040). Since 2020 the circa 20,000sq.m of employment floorspace completions have contributed to meeting this requirement.

3.111 This economic development need comprises the following Use Classes:

- B2 general industrial: typically comprising factory and manufacturing space.
- B8 storage and distribution: warehouses, wholesale and distribution.
- Former "B1 uses", which under the 2020 Use Classes Order have changed as follows:
 - Former Class B1(a) to E(g)(i), Office;
 - Former Class B1(b) to E(g)(ii) the research and development of products or processes; and
 - Former Class B1(c) to E(g)(iii) any industrial process, (which can be carried out in any residential area without causing detriment to the amenity of the area).

3.112 The Council has concluded that in broad terms there is sufficient land both committed in the extant supply and allocated already within existing adopted Plans to meet the overall land requirements to 2040 and that these sites should be rolled forward as allocations in this Local Plan. Sites are therefore allocated at the White Cliffs Business Park (WCBP) in Whitfield, the Aylesham Development Area in Aylesham and at Dover Waterfront in accordance with this strategy. Discovery Park benefits from outline planning consent and is therefore not formally allocated in this Plan, but the delivery of the site forms part of the strategy to deliver the employment needs of the District.

3.113 Due to the need for further light industrial floorspace (Use Class E(g)(iii)) in the District and the uncertainty regarding Phase 3 at WCBP, it is proposed to identify additional land adjoining WCBP (known as Phase 4) to meet this need and ensure there is choice and flexibility in this location.

3.114 Furthermore, the Council's Growth Strategy aspires to achieve a step change in the delivery of economic growth in the District, over and above the level and type of employment need identified in the EDNA. Dover Waterfront and Fort Burgoyne, Dover, have been allocated as mixed-use development sites in accordance with this strategy. In addition, the Western Heights in Dover and the former Snowdown Colliery in Aylesham have been identified as heritage regeneration opportunity sites. The Plan provides a positive framework for bringing these locations back into productive use and protecting their heritage significance whilst recognising the uncertainty of bringing forward development at these important but constrained locations. These sites offer significant opportunity to regenerate brownfield sites in key locations in the District and deliver flexible employment uses, to achieve a higher level of job growth and help provide additional flexibility and choice to the market over the Plan period. No floorspace allowance has been included for the Western Heights and Snowdown Colliery as these are brownfield sites allocated for regeneration, and the mix of development and floorspace requirements will need to be determined through the planning application process in accordance with the policies in the Local Plan.

3.115 In the rural area, a new allocation is proposed at Statenborough Farm Easry to meet the continued demand for rural employment space in the District. There is currently substantial small scale employment provision in the rural area and hence the approach is to support appropriate, small-scale expansion of existing sites, subject to necessary planning policy criteria (see policy E1).

3.116 The Council recognises there is a need for further employment development in Deal and will support the delivery of new employment development in this location subject to the criteria in Policy E1.

3.117 Table 3.5 sets out the Council's employment land supply position. The table includes the completions that have taken place since the EDNA was completed, which contribute to the employment floorspace requirement of 117,290sq.m.

Table 3.5 Employment Land/Floorspace Completions, Extant Consents and Site Allocation Supply (E(g)i-iii, B2 and B8)

Site/Source	Land (ha)	Floorspace (sq.m)
Completions April 2020 - March 2023	-	20,105 ¹
Extant supply as at March 2023	-	59,199 ²
Discovery Park	10.8	50,000 ³
White Cliff Business Park Phase 2 Policy SAP2 (Indicative Development Area Figure 4.2 - part)	4.25 ⁴	12,000
White Cliffs Business Park Phase 3 Policy SAP2 (Indicative Development Area Figure 4.2)	26.5 ⁵	80,000
White Cliffs Business Park Phase 4 Policy SAP2 (Indicative Development Area Figure 4.2)	14.3 ⁶	40,000
Dover Waterfront Policy SAP3 (part)	1.0 ⁷	10,000
Aylesham Development Area Policy SAP25	2.1 ⁸	8,500
Statenborough Farm Policy SAP31	0.6 ⁹	2,000
TOTAL (including completions, extant consent and allocated land indicative capacities)	59.55	281,804

1 Source: Dover District Council Commercial Information Audits 2020-21, 2021-22, 2022-23. Net completions between April 2020 and March 2023.

2 Source: Dover District Council Commercial Information Audit 2022-23: Extant supply as at end March 2023. Includes all extant planning permissions, including on allocated sites, with the exception of the Outline Planning Consent for Discovery Park which is included in the separate row

3 Estimated remaining capacity based upon outline planning permission development schedule, excluding reserved matters permissions.

4 Excludes land with planning consent that is included within extant supply

5 Excludes indicative landscape buffer zones identified on Figure 4.2

6 Excludes indicative landscape buffer zones identified on Figure 4.2

7 Indicative land estimate

8 Land remaining available for development

9 Land remaining available for development

3.118 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. 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.

SP6 - Economic Growth

Economic growth will be supported in the District, in line with the Economic Growth Strategy, as follows:

- 1 The delivery of a minimum of 117,290sq.m of new employment floorspace (Use Classes E(g)i-iii, B2 and B8) (31.1ha in land terms) over the Plan period. This will be achieved through the following strategy:
 - a The allocation of the following sites for business and employment purposes:
 - White Cliffs Business Park, Whitfield (Policy SAP2)
 - Dover Waterfront, Dover (SAP3)
 - Aylesham Development Area, Aylesham (Policy SAP25)
 - Statenborough Farm, Eastry (Policy SAP31)
 - b Supporting the ongoing redevelopment at Discovery Park, Sandwich
 - c Promoting new urban and rural employment opportunities in accordance with Policy E1
- 2 The allocation of Fort Burgoyne (Policy SAP5) for a mix of uses, and supporting the redevelopment and re-use of the following heritage regeneration opportunity sites to secure their future:
 - The former Snowdown Colliery, Aylesham (Policy HRS2)
 - Western Heights, Dover (Policy HRS1)
- 3 The retention of existing industrial/ commercial/ business land, premises and estates, in accordance with Policy E2.
- 4 The maximisation of town centre employment opportunities in accordance with the strategic approach to the Town Centres set out in SP7, SP8, SP9 and SP10.
- 5 Supporting the expansion of port facilities at Dover's Western Docks through the Harbour Revision Order.
- 6 Supporting tourism development that would extend or upgrade the range of tourist facilities, particularly those that attract the staying visitor, increase the attraction of tourists to the area and extend the season in accordance with Policy E4.

Implementation

3.119 To maintain a sufficient supply of employment land in the District to meet long-term economic aspirations for growth, employment allocations have been identified in Site Allocation policies SAP2, SAP3, SAP5, SAP25 and SAP31 and can be viewed on the online Policies Map.

3.120 The Economic Growth Strategy sets out the Council's vision and long-term plan to grow the local economy and create the conditions for the District's local communities to prosper. The Council will continue to work with its partners to deliver the aims and objectives set out in the Economic Growth Strategy and support local companies, employers and higher education providers to encourage new investment into the District and to sustain existing investment.

3.121 Further guidance and detailed criteria are provided in the policies in the Plan to guide the delivery of economic development in the District.

3.122 All new economic development in the District is expected to contribute to the strategy set out in Policy SP6.

Strategic Policy 7 - Retail and Town Centres (SP7)

What are we trying to achieve?

3.123 To support and strengthen the role of the District's town, local and village centres through their diversification, enhancement, and improvements to public realm, while maintaining their distinctive characters.

Justification for approach

3.124 The District's town, local and village centres are a focus for activity and community life providing shopping, leisure, employment, culture as well as other services. This is particularly the case for Dover, Deal and Sandwich town centres.

3.125 The Council is required to define a network and hierarchy of shopping and service centres in the Local Plan. Identifying the existing hierarchy provides an understanding of the role and function of the District's centres and their interrelationship. A major factor in determining the role of the centres is the catchment which they serve. Canterbury is the predominant centre in the wider sub region of East Kent. Dover's hierarchy of centres broadly accords with the settlement hierarchy (Table 3.3) and is set out below:

3.126 Secondary regional centre - Dover Town Centre is positioned at the top of the District's retail hierarchy and performs the role of a secondary regional centre as it is materially larger in terms of floorspace than the other centres in the District; and provides town centre functions for the whole district in terms of administrative, retail, leisure, office, education and culture.

3.127 Town centres - Deal and Sandwich town centres provide a complementary role to Dover town centre. The catchments of these town centres are predominantly their individual town populations and the surrounding area, in addition to the tourist trade, with a wide range of shops to cater for everyday need, special interest and tourism. These towns have traditionally attracted national retailers and services as well as local businesses.

3.128 District centre - Aylesham has been identified as a rural service centre in the settlement hierarchy since the Dover Local Plan of 2002 and is considered to fit the definition of a district centre, as it is the largest rural settlement by population in the District. It caters for local needs and services, providing shops, including a supermarket, a range of non-retail services and local public facilities e.g. a library. It serves a limited catchment and as a location it is not appropriate for large scale retail development.

3.129 Local and village centres - These cater for a more restricted local need and tend to have a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office, a pharmacy or a launderette. Business is often local rather than the national multiples. These centres are not appropriate for large scale retail development.

3.130 The retail hierarchy identifies how the District's centres relate to one another at district and sub-regional levels. It is not designed to favour one centre over another and does not in itself direct investment decisions.

3.131 The NPPF (2021) states that planning policies should allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary.

3.132 With regards to future retail need, the Retail and Town Centre Needs Assessment 2018 (RTCNA) concluded that there was no forecast capacity for new convenience goods floorspace over the Plan period; and no capacity for new comparison goods floorspace over the short (to 2022) and medium term (to 2027). However, by 2032 it identified capacity for 615 sq.m net comparison goods floorspace rising to 3,243 sq.m net by 2037.

3.133 The Retail and Town Centre Needs Assessment was updated in 2021 (RTCNA 2021) to take account of:

- The implications arising from the COVID-19 pandemic;
- Updates to National Policy and the Governments changes to the Use Classes Order and Permitted Development rights; and
- Changes to the Plan period.

3.134 The RTCNA 2021 identified no capacity for new convenience goods floorspace over the plan period to 2040. Looking at the centres in the District the study concluded:

- Dover Town Centre - no forecast capacity based on either the superstore format and local supermarket/deep discounter format to 2040.
- Deal and Sandwich Town Centres - there is identified capacity for a modest 256 sq.m net (superstore format) to 458 sq.m net (supermarket/discounter format) by 2040. However this quantum could easily be met through infill development, change of use applications and/or extensions to existing stores, without the need to identify larger comprehensive development in-centre or edge-of-centre sites.
- Local & village centres - no forecast capacity based on either the superstore format and local supermarket/deep discounter format to 2040.
- Out-of-centre - no identified capacity over the forecast period to 2040.

3.135 Similarly, the study identified no capacity for new district-wide comparison goods floorspace over the plan period to 2040.

3.136 The study did however identify a need for around 22 food and beverage outlets by 2040. Some of this need can be absorbed into existing businesses with remaining forecast need directed to the town centres first. In most cases the forecast need and any market demand can be met by the take up of suitable vacant units, the re-purposing of floorspace and as part of mixed-use developments.

3.137 The Economic Growth Strategy sets out the Council's vision and long-term plan to grow the local economy. A key theme for realising this vision is "Revitalising our town centres" where the target objectives are to:

- Secure investment in the District's town centres to provide a diverse retail, leisure, culture and heritage offer, excellent public realm, high-quality urban living and a thriving evening economy.

- Develop a new role for town centres as hubs for start-up and scale-up enterprises through the provision of new, flexible workspace concepts and available, through application, town and small business grants.
- Promote the role of our town centres as part of White Cliffs Country as hubs for the visitor economy and with an expanded cultural and social offer for residents and visitors alike.

3.138 Given that no need has been identified over the Plan period for either convenience or comparison goods floorspace, no retail allocations are proposed in this Plan. Strategic Policy 7 sets out the Council's strategy for retail and town centres.

SP7 - Retail and Town Centres

New town centre¹⁴ developments should be focused in the main towns of Dover, Deal and Sandwich.

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.

All development will be expected to support and contribute to the Council's strategy for retail and town centres which is to:

- 1 Prioritise the occupation, replacement and re-purposing of vacant units;
- 2 Consolidate the retail form and function of Dover, Deal and Sandwich Town Centres;
- 3 Diversify uses within the District's town centres to provide a balanced mix of uses;
- 4 Identify opportunities for residential provision in and on the edge of town centres to help maintain and strengthen their overall vitality and viability;
- 5 Ensure a robust approach is taken to managing new out of centre retail development in the District in accordance with Policy R2;
- 6 Develop strategies for each of the District's town centres to help promote greater flexibility and diversity, so that they can respond more effectively and rapidly to future trends; and
- 7 Invest in the quality of the town centre environments, including their rich historic qualities and assets, to create more attractive, accessible, safe and greener environments that appeal to all ages and groups.

Implementation

3.139 Proposals for development within the District's centres should contribute to the delivery of the strategy set out above and be in accordance with the other policies in this Plan.

3.140 Further policy and guidance on the delivery of the Local Plan's strategy for the town centres is set out in policies SP8, SP9 and SP10 of this Plan.

14 Defined in the NPPF as 'Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).'

Strategic Policy 8 - Dover Town Centre (SP8)

What are we trying to achieve?

3.141 The Council's aspiration for Dover Town Centre is to:

- Create a more vibrant centre by encouraging a diverse range of uses in the town centre, to maximise its attractiveness as a place to live, work and socialise;
- Increase the number of visitors to the town centre (both residents and tourists) and improve dwell time;
- Improve the synergy between different areas and visitor attractions in the town centre and beyond;
- Enhance the environment in the town centre to make it more welcoming and renew the sense of pride in the town; including working to deliver a publicly accessible riverside walk along the River Dour; and
- Improve connectivity both within the town centre boundary, and with other areas such as the sea front to maximise and optimise the way people get to and travel around the town centre.

3.142 The strategy to deliver this aspiration is set out in Strategic Policy 8 and illustrated on the Dover Town Centre Strategy Plan in Figure 3.2.

Justification for approach

3.143 Dover Town Centre is a historic centre with strong maritime and military heritage. It is highly accessible by train, car, bus and ferry and has a good level of parking provision. However, the A20 to the south of the town centre acts as a major barrier, is often congested with lorries using the port, creates a poor quality environment, contributes to poor air quality in this area and dissects the town from the sea front. In addition to this there are also issues with the one way system around the town and east/ west links through the centre, meaning connectivity between the different areas of the town centre is poor, and the centre is difficult to navigate.

3.144 The town centre itself is physically long and sprawling, with no key focus. It has a diverse mix of multiple and independent operators, and a number of key anchor tenants including Marks and Spencer, Next, Boots and WHSmith. However, the centre suffers from a high vacancy rate with the update to the RTCNA 2021 finding that the town centre had a vacancy rate of 18.95% which is higher than the national average of 14.04%.

3.145 Furthermore, there is a lack of critical mass of comparison goods retailers; a lack of food and beverage provision; and a high proportion of charity shops. The town centre is impacted by strong competition from neighbouring centres such as Canterbury; out-of-centre retailing on the White Cliffs Business Park at Whitfield and a poor perception from residents concerning its offer.

3.146 The centre fails to capitalise on its tourist offer and visitors using the Port tend to by-pass the town centre in favour of other retail and tourist destinations in the surrounding area. The new cruise ship terminal at the Western Docks has however created greater opportunities to grow the tourism sector in the town and there is a need for mid to high end hotel accommodation to support this market.

3.147 The opening of the new St James retail development in 2018 provided the focus for the rejuvenation of the town, enhanced the retail and leisure offer, and re-positioned the town centre. Following on from this, the Council has been successful in attracting funding towards a number of projects in the town centre, including:

- The renovation of Market Square to improve connectivity, public realm and events capacity;
- The redevelopment of part of Bench Street to deliver a creative space;
- Public realm improvements to the Townwall Street/A20 subway; and
- The restoration of Maison Dieu.

3.148 Furthermore, in March 2021 Kent County Council approved plans for Dover Fastrack, a rapid bus transit system connecting Whitfield with Dover Town Centre and Dover Priory railway station. This includes infrastructure for fast, reliable sustainable transport links between the Whitfield Urban Expansion and the town centre, including its high speed rail station.

3.149 Moving forwards, for the town centre to work effectively, there needs to be a mix of uses that are complementary to its functioning. Empty space represents opportunities for other types of development such as residential, offices, bars and restaurants as well as other leisure uses. Therefore, a flexible strategy is required to create a more vibrant centre.

3.150 A number of development opportunities exist both within and in close proximity to the town centre. In order to deliver these projects and maximise their opportunities to transform the town centre a co-ordinated strategy is required.

3.151 To support these initiatives there is also the need to develop a coherent connectivity plan for the town centre to provide clear links between different areas; improve accessibility to the mainline High Speed 1 station; provide opportunities for walking and cycling; create focal points to aid navigation and increase social interaction; enhance access to the many historic and cultural assets in the town centre and beyond; and maximise access to the areas of green and blue infrastructure in the town centre.

3.152 The strategy that has been developed for the town centre takes into account the findings of the 2018 and 2021 Retail and Town Centre Needs Assessment, and the Economic Growth Strategy (2021) and identifies opportunities for development within the town centre boundary, in addition to setting out general principals to guide development in the town centre area.

3.153 The focus of the strategy is to create a more vibrant town centre. This will be achieved by:

- Consolidating the town centre boundary;
- Protecting the primary shopping area in the town centre for commercial, business and service uses that fall under use class E of the updated use class order (Sept 2020) and other main town centres uses including: leisure, entertainment facilities, cinemas, restaurants, take-aways, bars and pubs, night clubs, casinos, health and fitness centres, indoor bowling centres, bingo halls, offices, arts, culture and tourism development (including theatres, museums, galleries, concert halls, hotels and conference facilities);
- Taking a more flexible approach to proposals outside the primary shopping area, and supporting a broad range of uses here, including residential and community (including libraries, public halls, places of worship and law courts) to enhance the long term vitality and viability of the town centre;
- Monitoring vacancies to identify regeneration opportunities and repurposing and curating existing space; and
- Place shaping, to ensure that any arising regeneration opportunities within the town are proactively acted upon so that they generate additional interest, sense of place and footfall to the centre whilst also creating an attractive environment with appropriate green spaces and public realm.

3.154 In addition to this, the strategy identifies a number of sites which present the opportunity for mixed-use redevelopment within the town centre. These will contribute to the overall vibrancy of the town. These sites include the Bench Street area, the former Co-op Site, Stembrook car park and the Mid Town area. Further development opportunities have also been identified adjacent to the town centre boundary at Dover Waterfront and the former leisure centre site. These sites would be suitable for mixed-use development.

3.155 Opportunities have also been identified at Market Square, along the section of the A20 corridor that runs through the town centre, Pencester Gardens and along the River Dour corridor to deliver public realm improvements, improve connectivity, and enhance the attractiveness of the town centre as a place

to live, work and socialise. A key element of the strategy is also to improve the connectivity of the town centre with the seafront and this will be facilitated in part through planned improvements to the Townwall Street/A20 underpass and the development of Dover Waterfront.

3.156 Dover Town Centre in particular offers opportunities for significant change through the redevelopment of vacant sites and replacement of poorly designed buildings. Developments with innovative layouts which maximise the use of a site and, where appropriate, make use of multiple levels are encouraged, having regard to local context and the historic setting of the town. Proposed schemes that aim to achieve landmark buildings should be of demonstrably outstanding architecture. All sites that adjoin the River Dour will be expected to comply with the requirements of Policy NE6, in order to improve the water quality and natural ecosystem of this rare pure chalk stream and to help deliver increased public access to this important town centre asset.

3.157 In order to deliver the strategy for Dover town centre a co-ordinated, multi-partner, approach is required, and the Council will work with its partners to take this forward. The Council's strategy for Dover Town Centre is illustrated on Figure 3.2 below.

Figure 3.2 Dover Town Centre Strategy Plan



SP8 - Dover Town Centre

The Council will support proposals, in principle, that help to deliver the regeneration and development of Dover Town Centre, in accordance with the vision and town centre strategy plan (Figure 3.2) above, and the principles set out below.

Dover Town Centre Uses

The primary shopping area in the town centre is identified on the Policies Map and Figure 3.2, and centres around St James St, King St, Cannon St, Biggin St and Pencester Road. This should be the focus for E class uses, in addition to pubs or drinking establishments, food and drink takeaways, and other main town centre uses, in accordance with Policy R1. Residential development will be supported at first floor level and above.

In the wider town centre area (as defined by the town centre boundary shown on the Policies Map and Figure 3.2) a broader range of uses will be supported including commercial, business and service uses (class E), main town centre uses, residential, and community (as set out above) so enhancing its attractiveness as a centre, extending its life into the evening and providing a broader range of services for local people.

Opportunity Areas

Opportunity Areas have been identified on the Town Centre strategy plan (Figure 3.2) at Bench Street; the former Co-Op Site; Stembrook Car park; and Mid Town area. These sites provide the opportunity for mixed-use redevelopment in the town centre area to enhance the retail and leisure offer, support the local economy, promote tourism and provide residential accommodation. Further opportunities for mixed-use development have also been identified adjacent to the town centre boundary at Dover Waterfront and the former leisure centre site.

The Council will also support the expansion of further and higher education facilities at the Kent College campus subject to design and other site-specific considerations.

Opportunities to enhance the public realm and improve connectivity in the town centre area have been identified at Market Square; along the section of the A20 corridor that runs through the town centre; Pencester Gardens; and along the River Dour corridor. Improvements to the connectivity of the town centre with the seafront, which will be facilitated in part through planned improvements to the Townwall Street/A20 underpass and the development of Dover Waterfront, are also required.

General Principles

New development should make a positive contribution to improving the town centre's viability and vitality, support the creation of a safe, attractive, accessible and high quality environment, improve the overall mix of land uses in the centre and enhance connectivity, both within the centre and to adjoining areas. This will be achieved by:

- 1 Requiring all schemes to demonstrate a quality of design that makes a significant contribution to the character of the town centre, including any proposed buildings and public realm;
- 2 Ensuring the most effective use of land through the promotion of high density development where appropriate, making use of space above shops for residential, and re-using or re-developing existing buildings;
- 3 Encouraging the provision of flexible office space, to capitalise on the town centre's sustainable location and excellent transport links;

- 4 Improving access to the town centre, and connectivity between the different areas of the town centre, to create a more legible environment and promote ease of movement;
- 5 Recognising the rich historic environment in the town and ensuring that proposals conserve, and where appropriate, enhance the significance, connectivity, accessibility, setting and character of these important heritage assets. Regard should be had to the Archaeological Plan of Dover Town SPD once adopted;
- 6 Enhancing the quality of the environment in the town centre including the River Dour in accordance with Policy NE6 ; improving public realm; investing in existing, and establishing new, green infrastructure; and enhancing visitor experience;
- 7 Providing opportunities for shopping, tourist facilities, community and leisure events to encourage more people to visit the town centre; and
- 8 Taking a balanced approach to car parking provision, that acknowledges the sustainability of the town centre and its rail and bus connections, informed by a town centre parking strategy.

Implementation

3.158 The policy sets out the Council's strategy for Dover Town Centre and is intended to act as a guide to inform the design and delivery of new development in the town centre.

3.159 The policy sets out the strategy which proposals should contribute to, and criteria that a proposal should seek to address. Not all the criteria will be relevant to each proposal for development, but where relevant and appropriate, development proposals should demonstrate how they address the criteria listed.

3.160 The Council will encourage the use of its pre-application advice service prior to any planning application being submitted so that issues relating to design and place making are addressed at an early stage in an integrated way.

3.161 Furthermore, for some major proposals the Council may require applicants to produce a design code, in support of an application, to guide the development of the site.

3.162 In addition to this, some major proposals or proposals where significant and/or unusual design implications are identified, will be referred to a Design Review Panel and applicants would be expected to pay for the design review process. This should be undertaken at the earliest opportunity to save the applicant time and money spent changing the scheme later in the process.

Strategic Policy 9 - Deal Town Centre (SP9)

What are we trying to achieve?

3.163 To protect the vitality and viability of Deal Town Centre and enhance the role that the centre plays in providing accessible shops and services for the community it serves, and as a destination for visitors.

Justification for approach

3.164 Deal Town Centre is compact in nature, with a traditional high street, which runs north to south through the town and forms the centre's heart. The centre is largely covered by the Deal Middle Street Conservation Area and the historic pattern of development gives character to the area. Deal is a vibrant town centre, with a good level of accessibility and an attractive environment. It is also well thought of by residents and visitors.

3.168 Figure 3.3 sets out the town centre boundary and Primary Shopping Area for Deal Town Centre.

[illegible]

3.169 The strategy for Deal Town Centre is set out in policy SP9. This should be read in conjunction with policy SP7 Retail and Town Centres, which sets out the Council's overarching strategy for retail and town centres in the District.

SP9 - Deal Town Centre

The Council will support in principle proposals which enhance the vitality and viability of Deal Town Centre and enable it to maintain its role as a vibrant town centre offering a range of compatible uses reflecting its individual character and economy.

The primary shopping area in the town centre is identified on the Policies Map and shown on Figure 3.3 and is centred around the High Street and adjoining roads. This area should be the focus for E class uses, in addition to pubs or drinking establishments, food and drink takeaways, and other main town centre uses, in accordance with Policy R1 Primary Shopping Areas.

In the wider town centre area (as defined by the town centre boundary shown on the Policies Map and Figure 3.4) a broader range of uses will be supported including commercial, business and service uses (class E), main town centre uses including leisure, residential, and community in order to maintain the attractiveness of Deal and enhance the range of services it offers.

New development should make a positive contribution to enhancing the vitality and viability of the town centre, supporting a safe, attractive, accessible and high-quality environment, and compliment and diversify the overall mix of uses. This will be achieved by:

- 1 Encouraging a balanced mix and diversity of uses in the town centre including retail, leisure, tourism, community, offices and residential;
- 2 Enhancing the quality of the environment in the town centre; improving public realm; investing in existing and establishing new green infrastructure; and enhancing visitor experience;
- 3 Improving connectivity and signage to the seafront from the town centre to create a more legible environment, promoting ease of movement and improving the visitor experience;
- 4 Recognising the rich historic environment in the town and ensuring that proposals conserve, and where appropriate, enhance the Conservation Area and setting and character of important heritage assets;
- 5 Providing opportunities for shopping, community and leisure events to encourage more people to visit the town centre; and
- 6 Taking a balanced approach to car parking provision, that acknowledges the sustainability of the town centre and its rail and bus connections.

Implementation

3.170 This policy sets out the Council's strategy for Deal Town Centre and is intended to act as a guide to inform the design and delivery of new development.

3.171 The policy sets out the strategy which proposals should contribute to, and criteria that development proposal should seek to address. Not all the criteria will be relevant to each proposal for development, but where relevant and appropriate, development proposals should demonstrate how they address the criteria listed.

3.172 The Council will encourage the use of its pre-application advice service prior to any planning application being submitted so that issues relating to design and place making are addressed at an early stage in an integrated way.

3.173 Furthermore, for some major proposals the Council may require applicants to produce a Design Code, in support of an application, to guide the development of the site.

3.174 In addition to this, some major proposals or proposals where significant and/or unusual design implications are identified, will be referred to a Design Review Panel and applicants would be expected to pay for the design review process. This should be undertaken at the earliest opportunity to save the applicant time and money spent changing the scheme later in the process.

Strategic Policy 10 - Sandwich Town Centre (SP10)

What are we trying to achieve?

3.175 To protect the vitality and viability of Sandwich Town Centre and enhance the role that the centre plays in providing accessible shops and services for the community it serves, and as a destination for visitors.

Justification for approach

3.176 Sandwich is renowned for its medieval street pattern and high concentration of listed buildings. The town centre serves the daily needs of its local residents and is a key tourist attraction. The centre benefits from its proximity to the internationally significant golf course - The Royal St George's Golf Club which is one of the courses on The Open Championship rotation. Sandwich is also relatively well-connected in terms of road and rail links.

3.177 The retail profile of the centre is dominated by independent traders who contribute to the overall diversity, vitality and viability of the centre. In terms of representation by multiples this includes Boots, Costa, and the Co-op. The update to the Retail and Town Centre Needs Assessment found that vacant units have increased by 8 outlets, resulting in a vacancy rate of 13.5%, which is more than double that of 5.4% in 2018. The current vacancy rate is now approaching the national average of 14%. Over the same period, the proportion of comparison goods outlets has decreased marginally to 36.5% from 35.1% in 2018, with convenience goods outlets also having decreased to 7.6% from 8.2% previously and leisure services outlets having decreased to 23.1% from 25.2% in 2018. This is likely due to the impact of the pandemic on the town centre, meaning it may see a recovery in the future, however proactive monitoring over the Plan period will be required to assess the health of the town centre.

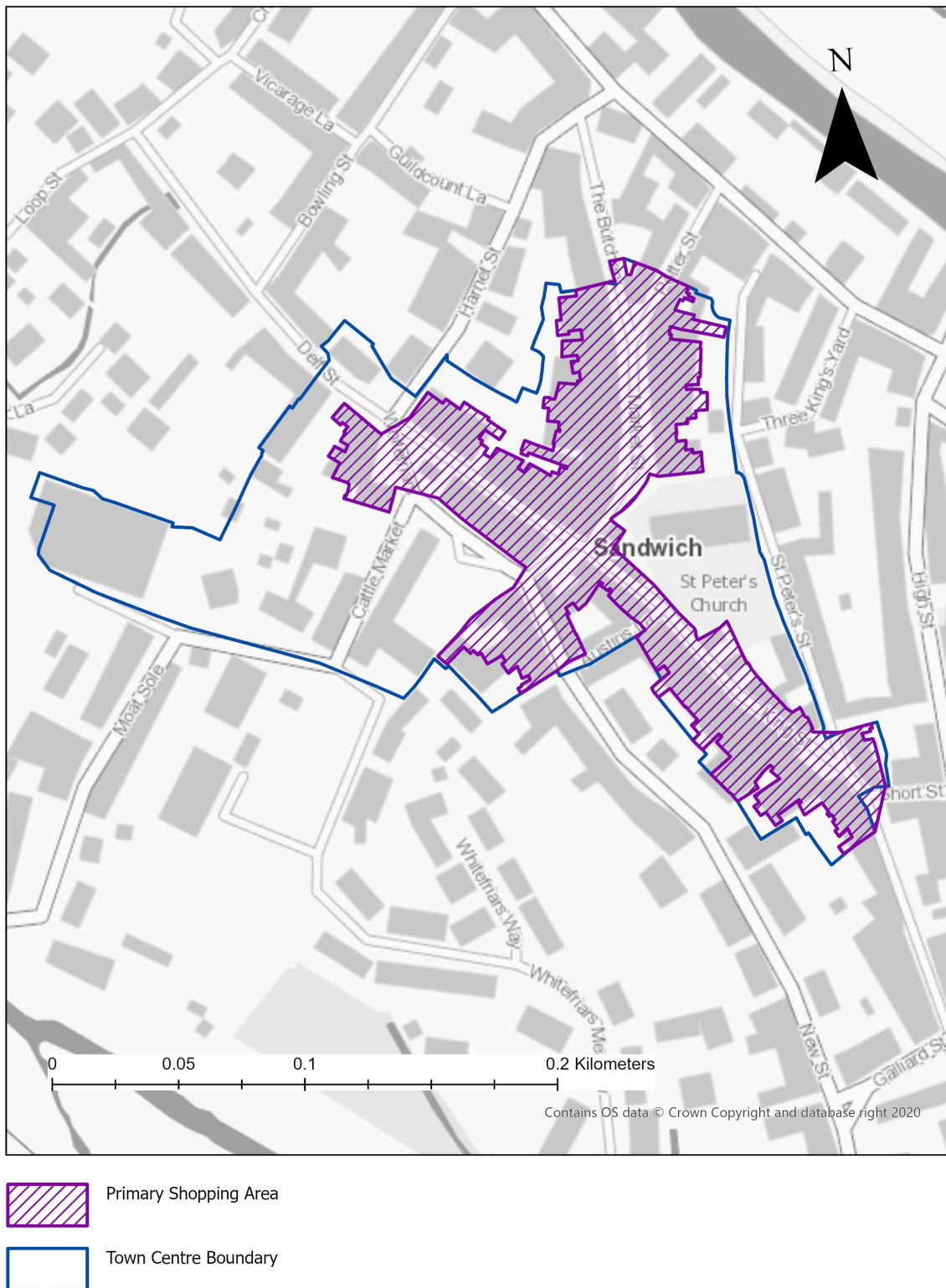
3.178 As the development potential of Sandwich Town Centre is limited due to its historic layout, the continued vitality and viability of the centre is dependent on the re-use of existing buildings, and on capitalising on the tourism spend associated with both the centre's historic medieval heritage and golfing interest.

3.179 The 149th Open was played at Royal St George's, Sandwich in July 2021. This marked the 15th time that the Championship has been staged there. It has been estimated that this contributed £30m of local spending by visitors to Kent during the Championship week, while 600 million households watching The Open on television around the world are likely to have generated a tourism marketing benefit for Kent worth more than £50m.

3.180 The Open at Royal St George's is therefore an important contributor to the both District and Kent economies. It also supports the Destination White Cliffs Country Strategy, contributing to international attention and significance that is placed upon the District. As part of the future strategy for Sandwich it is recognised that golf and associated sports tourism is a growing area of development.

3.181 The strategy for Sandwich Town Centre is set out in policy SP10. This should be read in conjunction with Strategic Policy - 7 Retail and Town Centres, which sets out the Council's overarching strategy for retail and town centres in the District.

Figure 3.4 Sandwich Town Centre Boundary and Primary Shopping Area



SP10 - Sandwich Town Centre

The Council will support in principle proposals which enhance the vitality and viability of Sandwich Town Centre and enable it to maintain its role as a vibrant town centre offering a range of compatible uses reflecting its individual character and economy.

The primary shopping area in the town centre is identified on the Policies Map and Figure 3.5 and is centred around New Street, Delf Street, King Street and Market Street. This area should be the focus for E class uses, in addition to pubs or drinking establishments, food and drink takeaways, and other main town centre uses, in accordance with Policy R1 Primary Shopping Areas.

In the wider town centre area (as defined by the town centre boundary shown on the Policies Map and Figure 3.4) a broader range of uses will be supported including commercial, business and service uses (class E), main town centre uses including leisure, residential, and community in order to maintain the attractiveness of Sandwich and enhance the range of services it offers.

New development should make a positive contribution to enhancing the vitality and viability of the town centre, supporting a safe, attractive, accessible and high-quality environment and compliment and diversify the overall mix of uses. This will be achieved by:

- 1 Encouraging a balanced mix and diversity of uses in the town centre including retail, leisure, tourism including sports tourism, community, offices and housing;
- 2 Enhancing the quality of the environment in the town centre by improving the public realm, investing in existing and establishing new green infrastructure, and enhancing visitor experience;
- 3 Improving connectivity and signage to Sandwich Quay from the town centre to create a more legible environment, promoting ease of movement and improving the visitor experience;
- 4 Recognising the rich historic environment in the town and ensuring that proposals conserve, and where appropriate, enhance the Conservation Area and setting and character of important heritage assets;
- 5 Providing opportunities for shopping, community and leisure events to encourage more people to visit the town centre; and
- 6 Taking a balanced approach to car parking provision, that acknowledges the sustainability of the town centre and its rail and bus connections.

Implementation

3.182 This policy sets out the Council's strategy for Sandwich Town Centre and is intended to act as a guide to inform the design and delivery of new development.

3.183 The policy sets out the strategy which proposals should contribute to, and criteria that a development proposal should seek to address. Not all the criteria will be relevant to each proposal for development, but where relevant and appropriate, development proposals should demonstrate how they address the criteria listed.

3.184 The Council will encourage the use of its pre-application advice service prior to any planning application being submitted so that issues relating to design and place making are addressed at an early stage in an integrated way.

3.185 Furthermore, for some major proposals the Council may require applicants to produce a Design Code, in support of an application, to guide the development of the site.

3.186 In addition to this, some major proposals or proposals where significant and/or unusual design implications are identified, will be referred to a Design Review Panel and applicants would be expected to pay for the design review process. This should be undertaken at the earliest opportunity to save the applicant time and money spent changing the scheme later in the process.

Strategic Policy 11 - Infrastructure and Developer Contributions (SP11)

What are we trying to achieve?

3.187 To ensure that infrastructure is delivered, in a timely manner, to support the needs of new and existing communities in the District. This is to ensure that new development is delivered sustainably, in a way that is properly planned in accordance with Strategic Policy 2 - Planning for Healthy and Inclusive Communities.

Justification for approach

3.188 The NPPF 2021 requires that strategic planning policies set out an overall strategy for the pattern, scale and quality of development ensuring that sufficient provision is made for infrastructure and community facilities.

3.189 The National Planning Practice Guidance (PPG) supports this position and stresses the need to ensure that the Local Plan is capable of being delivered, including with the provision of infrastructure. It states that 'early discussion with infrastructure and services providers is particularly important to help understand their investment plans and critical dependencies'.

3.190 As part of the Local Plan preparation, the Council engaged with a range of infrastructure providers and undertook a range of studies, which can be found as supporting documentation to this Local Plan, to understand the essential infrastructure needed to support the development strategy.

3.191 This information is summarised in the implementation section below and detailed in the Infrastructure Delivery Plan (IDP) which supports the Local Plan. The IDP is an iterative and 'live' document that sets out the infrastructure that is required to be delivered to support the planned development set out within this Plan. It will be updated on a regular basis, in accordance with most recent infrastructure service provider plans and updated evidence. Liaison with the service providers will continue beyond the adoption of the Plan.

3.192 In addition, the Council intends to publish a developer contributions Supplementary Planning Document/guidance note to provide further information on the Council's approach to collecting developer contributions.

3.193 Site specific infrastructure requirements are also detailed within the site allocation policies. However, it is not always possible to foresee all potential needs arising from development proposals (particularly windfall development). Policy SP11 therefore ensures all development will be assessed at the time of planning application against all relevant policies.

3.194 To ensure that new development can be supported by existing levels of infrastructure or, if not, that the necessary additional infrastructure will be provided at the right time, the Council will ensure Section 106 legal agreements are produced, supported by Section 278 highway agreements led by the Highway Authority, or planning conditions as appropriate. It is not the Council's current intention to introduce the Community Infrastructure Levy (CIL) in the District, as Section 106 legal agreements are considered to provide a greater level of certainty for delivery of specific infrastructure. Furthermore, changes to the CIL Regulations in 2019 now allow for more than five contributions to be pooled together, removing what was a significant impediment to securing Section 106 funding from smaller sites.

SP11 - Infrastructure and Developer Contributions

The Council will continue to work with relevant service providers to ensure that infrastructure is delivered, in the right place, at the right time, to meet the needs of the District and support the levels of development identified in the Local Plan.

Where development would create a need to provide additional or improved infrastructure and amenities, or would have an impact on the existing standard of infrastructure provided, or would exacerbate an existing deficiency in their provision, the developer will be expected to make up that provision. This shall be through the direct provision of the infrastructure or by a proportionate contribution towards the overall cost of such, in addition to appropriate maintenance costs.

Supporting infrastructure should be provided in advance of, or alongside, the development, unless there is sufficient existing capacity. The appropriate phasing for the provision of infrastructure will be determined on a case-by-case basis with reference to the most up to date Infrastructure Delivery Plan (IDP) and the priority classification along with other relevant evidence, and in consultation with the relevant providers.

In determining the nature and scale of any provision, the Council will have regard to viability considerations, site-specific circumstances and the most up to date and relevant evidence.

In exceptional circumstances, should independently verified viability evidence, funded by the applicant, establish that it is not possible to deliver the infrastructure requirements set out in this Plan and the viability position is agreed by the Council, the Council will consider flexibility through a reduction in contributions and/or a deferred payments mechanism.

The Council will use various mechanisms to achieve this, including Section 106 legal agreements, Section 278 legal agreements (where relevant) and planning conditions.

Implementation

3.195 This policy is supported by the Infrastructure Delivery Plan (IDP), which in addition to the identification of specific infrastructure projects, identifies timescales and establishes the importance of each infrastructure item to the delivery of the overall Local Plan strategy. There are some projects that must be delivered in advance of development set out in the Local Plan taking place (or being occupied) and are therefore considered 'critical'. Other infrastructure items are either 'essential' to a specific site or location in the District, or 'preferred' which are projects identified where infrastructure can be improved in the area, but are not essential for the site to be delivered. These classifications are set out within the IDP. Site-specific infrastructure requirements are also detailed within site policy requirements where they are known.

3.196 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. Typically, contributions for infrastructure are sought on 'Major' sites of 10 or more dwellings or sites of 0.5ha or more. If the infrastructure requirements set out in this plan and the IDP cannot be achieved due to viability, the policy requires independently verified and robust evidence to be produced. The applicant should refer back to the Council's viability testing that informed the Local Plan and provide evidence for what circumstances have changed since then that justify a site-specific appraisal to be undertaken as part of the

planning application. The current evidence does highlight existing viability issues within Dover Town, and this will be factored in to the level of detail required to be included within the viability appraisal for sites in this area.

3.197 Any viability appraisal and independent verification of it is to be prepared at the applicant's expense and will be published as part of the planning file. Site-specific circumstances will need to be clearly set out in any case being put forward. This will not apply where land has been purchased speculatively above realistic threshold land values.

3.198 Only in exceptional circumstances that this position is verified, a reduction in overall financial contributions for infrastructure, along with or in addition to a deferred payments mechanism can be made. This is a mechanism to monitor sales/rental values of the final scheme and ensure that an agreed percentage of any rise in values is paid to the Council towards those contributions that are deferred.

3.199 The main mechanism that will be used to secure all infrastructure requirements will be through developer contributions (currently Section 106 agreements) and planning conditions if applicable. For certain highway related matters, the use of Section 278 agreements with the Highway Authority may be required.

Types of Infrastructure

3.200 In the context of this policy the term 'infrastructure' applies to all facilities and services which are necessary for successful communities to function, as set out in SP2 – Planning for Healthy and Inclusive Communities. The types of infrastructure are detailed below but the list is not exhaustive and each requirement will be taken on a site-by-site basis and will depend on the viability and location of the scheme.

Transport

3.201 As set out in SP12 – Strategic Transport Infrastructure, transport modelling has identified a number of highways, rail and bus mitigation schemes and projects which major development schemes will be required to contribute towards. Contributions towards public transport, walking and cycling enhancements, including PROW improvements will also be sought in accordance with Policy TI1 – Sustainable Transport and Travel.

3.202 Additional requirements may also be sought at planning application stage within local catchments where these are identified by Kent County Council (KCC) or DDC to mitigate the development, as set out in Policy TI2 – Transport Assessments, Statements and Travel Plans.

3.203 Details of current identified projects for all transport types are set out in the Infrastructure Delivery Plan, supported by evidence base documents such as the Highways Transport Modelling, Sustrans¹⁵ Cycle and Pedestrian Audits, KCC Rights of Way Improvement Plan and the KCC Active Travel Strategy.

Education

3.204 KCC are the providers for early years, primary, secondary, Special Educational Needs (SEN) and adult education provision. They have identified the future needs for school places over the plan period and have identified where financial contributions and/or land may be required to meet those needs. The specific details are set out in the IDP. However, education needs are likely to change over time, depending on specific local issues, catchment areas and changes in birth rates. Specific education contributions will therefore be agreed at planning application stage, following consultation with KCC.

Health and Social Care

3.205 It is the responsibility of NHS Kent and Medway 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

15 Sustrans are custodians of the National Cycle Network, a UK-wide network of traffic-free paths [About us - Sustrans.org.uk](https://www.sustrans.org.uk)

centres or GP surgeries will be identified within the IDP, however the NHS 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.

Open Space

3.206 As set out in policy PM3 – Providing Open Space, residential development of ten or more dwellings will be required to provide or financially contribute towards the provision of open space that meets the needs of that development. This includes amenity green space, allotments, strategic parks, play areas and other provision for children and young people. Applicants should refer to the Open Space Assessment (2019) and Open Space and Play Standards Paper (2019), along with the Infrastructure Delivery Plan and any site-specific policy requirements. Maintenance costs will also be sought where there is an identified need to maintain the provision. The off-site contribution calculations for this infrastructure will be set out in the future Developer Contributions SPD/Guidance Note.

Sports and Leisure Facilities

3.207 As set out in policy PM4 – Sports Provision, residential development of ten or more dwellings will be required to contribute to the provision of new or enhancement of existing, indoor sports facilities and outdoor playing pitch and associated sports facilities to meet the needs of the development. The Indoor Sports Facilities Strategy, Playing Pitch Strategy, Local Football Facilities Plan and IDP should be referred to when determining which projects contributions should be sought towards. Contributions will be calculated using the Sport England Calculators for Sports Facilities and Playing Pitches and consultation will be undertaken with national governing bodies for sports, town and parish councils and local sports clubs where relevant, to determine local requirements at the time of application. Maintenance costs will also be sought where there is an identified need to maintain the provision.

Green Infrastructure

3.208 The Council is in the process of updating the Green Infrastructure Strategy to respond to the Local Plan and act as an over-arching strategy for the recently completed open spaces reports. In producing this document, significant consultation has been undertaken with the relevant stakeholders.

3.209 Early drafts of the Green Infrastructure Strategy have identified a number of interventions and actions. These will be included within the IDP and development may be required to contribute depending on the site location, as set out in Policy SP14 – Green Infrastructure.

Community and Youth Facilities

3.210 As set out in Policy PM6 – Community Facilities and Services, developer contributions may be required to provide new or enhanced community provision to meet the needs generated from the development. This will include contributions to libraries and youth facilities agreed at the time of planning application with KCC but may also include improvements to local community facilities such as village and community halls/hubs. These requirements will be identified within the Infrastructure Delivery Plan where they are known. Contributions will be agreed at the time of the application, in consultation with community service providers such as KCC, DDC and/or local providers such as Town and Parish Councils, and may include ongoing maintenance costs.

Waste Infrastructure

3.211 KCC as the Waste Disposal Authority operates a network of 19 Household Waste Recycling Centres (HWRCs) and 5 co-located Waste Transfer Stations (WTSs) in the county. Additional demand generated by housing growth results in a requirement to build additional, larger sites or invest in the maintenance or

repair of existing HWRCs and WTSs in the District. In Dover District this includes the extension of the Whitfield HWRC, therefore all new housing schemes in the District will be required to contribute to these facilities. Details can be found within the IDP.

Water Supply, Drainage and Wastewater

3.212 As part of its Infrastructure evidence base, the Council has produced an updated Water Cycle Study (2022) which aims to address any water-related issues which may affect the delivery of the Plan, in addition to providing a summary of the District's water environment. To do this, the report draws upon input from both the District's water providers, Southern Water and Affinity Water, relating to supply and wastewater, as well as the Environment Agency's advice on abstraction and water quality.

3.213 The study references the Water Resources Management Plans (WRMP) and Drainage and Wastewater Management Plan (DWMPs) which inform where there may be future needs with regards to the Infrastructure requirements for water supply and wastewater based on the Local Plan.

3.214 In terms of water supply, requirements include a new trunk main, service reservoir and booster station to serve the Whitfield Urban Expansion, as well as local network upgrades to serve developments across the District. As regards wastewater, the requirements are a new local system and upgrade to serve the Whitfield Urban Expansion, and local sewer upgrades to serve developments across the District. Where specific requirements are known, these are referenced within site-specific policies and the IDP.

SPA Mitigation

3.215 As set out in Policy NE3 - Thanet Coast and Sandwich Bay SPA Mitigation and Monitoring Strategy, new residential development within 9km of the Zone of Influence and other uses that would increase recreational activity at the SPA, are required to make a financial contribution towards mitigation measures.

Utilities

3.216 The electricity and gas suppliers have been made aware of the scale and distribution of growth in this plan and have not identified any specific schemes required to accommodate new development. When a request for a supply is received, developers are quoted a connection charge. If the connection requires reinforcement of the network, then a reinforcement charge may also be applied. This is addressed directly with the provider.

Other Local Infrastructure

3.217 Other specific locally identified projects may require on-site provision of or 'financial contributions' to other types of local infrastructure or projects such as cultural, historic or public realm improvements. These will be addressed at the time of planning application and are referenced in site-specific policies where they are already known.

Strategic Policy 12 - Strategic Transport Infrastructure (SP12)

What are we trying to achieve?

3.218 To improve connectivity and movement through significantly enhancing the provision of sustainable modes of transport, as well as delivering targeted improvements to the local and strategic road network.

3.219 To ensure infrastructure is delivered, in a timely manner, to support the needs of new and existing communities in the District.

Justification for approach

3.220 Dover District is highly accessible by rail, road and sea. It is home to the Port of Dover, which handles 17% (value) of the UK's trade in goods, and the District also has high speed rail connections to London via HS1 from Dover, Martin Mill, Walmer, Deal and Sandwich. It is strategically positioned at the start of the A2 and A20 giving it great links to Kent and beyond. Links to surrounding districts are provided by the A256 to Thanet and A257 to Canterbury and the A258 connects Dover, Deal and Sandwich.

3.221 The NPPF (2021) ¹⁶ requires that transport issues be considered from the earliest stages of plan-making so that potential impacts from development on transport networks can be addressed and mitigated and opportunities for promoting active travel methods are identified.

3.222 Transport and movement within, and into, Dover is a critical issue for the delivery of a number of strategic site allocations in the Local Plan, and the overall plan objectives. The term 'Transport' encompasses the strategic and local road networks, buses, trains, walking, and cycling.

3.223 The Local Transport Plan 4 (LTP4) for Kent – Delivering Growth without Gridlock 2016-2031¹⁷ produced by KCC, identifies key transport priorities for Dover District, and is in the process of being updated to LTP5, expected in 2022/23.

Highway Network

3.224 Several key junctions within Dover District currently experience congestion during peak periods. Therefore, future development proposals that would impact the Strategic Road Network (SRN) and local road network (LRN) need to be robustly assessed and mitigated.

3.225 The development set out in this Plan has been tested through the Dover and Deal Strategic Transport model to assess the impact of permitted and projected housing and employment growth in the District over the Plan period on the highway networks. Alongside plan growth scenarios, it factors in the impact of planned highway network changes associated with the expansion of the Port, existing allocations build out and general traffic alleviations schemes within and outside the District. This has been carried out in close collaboration and consultation with KCC Highways and Transportation and National Highways (formerly Highways England) as key delivery partners. The transport modelling has identified the strategic and local junctions which are detrimentally affected in the future by the growth of traffic identified from the allocations within this plan and informs the levels and extent to which emerging schemes should provide proportionate financial contributions to mitigation solutions.

¹⁶ Paragraph 104 NPPF 2021

¹⁷ [Local-transport-plan-4.pdf \(kent.gov.uk\)](https://www.kent.gov.uk/local-transport-plan-4.pdf)

Strategic Highway Improvements

3.226 With the anticipated construction of a new Lower Thames Crossing, a second strategic route will be available between Dover and the Midlands and North. Coupled with the ongoing Western Docks revival and the expansion of the existing Port, it is a Kent-wide strategic priority to encourage bifurcation of Port traffic between the A2 and the M20. It is considered that such bifurcation will facilitate growth at Whitfield, reduce pressure on the A20 through Dover, whilst also bringing benefits outside the District at Folkestone, Ashford and Maidstone by releasing capacity on the M20. To achieve this, traffic for the eastern docks will need to be encouraged to use the M2/A2 corridor.

3.227 It is of critical importance that the long-term aspiration of upgrades to the A2 within the District are realised in order to deliver the strategic objectives within this plan and ensure future resilience on the strategic road network, which is a nationally important connection to the Port of Dover. It is also crucial in ensuring the local road network and local communities are not negatively impacted by growth in traffic accessing the Port. These improvements include dualling sections of single carriageway on the A2 north of Dover along Jubilee Way to Whitfield and near Lydden, upgrades to the Whitfield Roundabout and upgrades to the Duke of York Roundabout.

3.228 The national significance of this is recognised with the inclusion of the 'A2 Dover Access Project' in the Department for Transport Road Investment Strategy (RIS) for 2020- 2025 [Pipeline of possible future schemes - Highways England](#) published March 2020, as a RIS3 pipeline project to be developed into schemes for construction in Road Period 3 (2025/26 to 2029/30). The project is also highlighted within the Local Transport Plan (LTP) for Kent and the Transport for South East (TfSE) Strategic Infrastructure Plan. The Council will therefore continue to work closely with key partners including National Highways, KCC Highways and Transportation, and developers to ensure that this scheme is delivered through RIS3.

3.229 The Whitfield Roundabout (A2/A256) and Duke of York Roundabout (A2/A258) are two junctions on the A2 corridor which require upgrading to enable growth to come forward in the District and are critical to delivery of the Local Plan objectives. The Council, working with National Highways and KCC have identified improvement schemes for these junctions which would mitigate the impact of Local Plan growth. It is envisaged that these schemes will provide interim improvements in advance of any RIS scheme being brought forward.

3.230 The modelling has also identified that strategic highway improvements are also required at key junctions along the A256, in particular at the junction with the A257. This improvement is required as a result of the cumulative impact from a number of allocations in this Plan as identified in the transport modelling. It will therefore be expected that proportionate financial contributions will be made from developments which impact upon the junction. Further guidance is provided within the Infrastructure Delivery Plan setting out how the proportionate contributions towards strategic junction improvements will be calculated.

3.231 It is also expected that individual Site Allocations will create the need for site-specific mitigation on the strategic and local road network. Site-specific policies in this Plan identify the junctions/routes that will need to be considered as part of the assessments where it has been possible to identify them through the transport modelling carried out in support of the Local Plan. Reference should also be made to the Infrastructure Delivery Plan (IDP) which also identifies these junctions, and specific modelling and detail will also be required through the provision of site-specific Transport Assessments (required by Policy TI2).

Rail Infrastructure

3.232 With respect to rail, the High Speed rail services from Dover to St. Pancras have significantly reduced journey times to London, making the journey more attractive to commuters. However, further investment is required on the whole network to increase service capacity. The Council is therefore pressing for a journey time of less than 1 hour between Dover and St. Pancras, along with additional capacity on the High Speed route and associated station improvements including additional car parking at Dover Priory.

3.233 Network Rail have identified a number of additional rail improvements, particularly with regards to station accessibility upgrades. These are detailed within site-specific policies and the IDP. These will support a wider ambition to increase the frequency and therefore capacity on the Canterbury East Line from Faversham to Dover Priory.

Bus Infrastructure

3.234 Dover Fastrack is a proposed rapid bus transit (formerly known as the Bus Rapid Transit, BRT) system connecting Whitfield with Dover Town Centre and Dover Priory railway station. It also creates an effective transport interchange with Southeastern train services. The timetable will make it easy to access High Speed train services from Dover Priory railway station.

3.235 Fastrack buses will have priority on the proposed express route which will include a new bus, cycle and pedestrian-only bridge across the A2 at Whitfield, and a new link road from the B&Q roundabout in Whitfield to Dover Road at Guston. The frequency of the service will increase in line with the managed expansion of Whitfield.

3.236 The project is backed by central government and the Council was awarded a grant of over £22m by Homes England from a funding programme designed to help stimulate new housing development. The Council is also working in partnership with Kent County Council (as the Highways Authority) who have also received additional funding from DfT, along with National Highways who have been involved in the development of the proposed Fastrack route. Further funding will need to be secured for additional associated infrastructure as set out in the IDP.

3.237 With regards to other bus infrastructure, Stagecoach and KCC Public Transport have focused upon the need to improve rural connectivity to the bus network. One option currently being considered is a Demand-Responsive Transport Bus service for these areas. This is being trialled within the Aylesham area and may be extended to other rural areas within the District if successful. It is reasonable for new rural developments to contribute to this scheme, or alternative schemes, where it offers an improvement to existing public transport options in their catchment area.

SP12 - Strategic Transport Infrastructure

1 Highway Network

The Council will work with Kent County Council, National Highways and other transport providers to deliver strategic transport improvements to mitigate and address the impact of development or remove impediment to future growth. Key strategic transport schemes are:

a A2 Dover Access

The Council is committed to working with National Highways to facilitate major, long-term improvements to the A2 from Lydden Hill to the Port of Dover.

As such, promoters of sites impacted by improvements related to the A2 will need to take account of any emerging proposals by National Highways or any other licensed strategic highway authority appointed by the Secretary of State under the Infrastructure Act 2015.

b Strategic Highway Improvements / Mitigation at A2 junctions:

- i Whitfield Roundabout
- ii Duke of York Roundabout
- iii A257/A256 Junction

2 Rail Infrastructure

- a The Council, in partnership with Network Rail, will support proposals for a journey time of less than 1 hour between Dover and St Pancras, along with additional capacity on the High Speed route and associated station improvements, including additional car parking at Dover Priory.

3 Bus Infrastructure

- a The Council will work with Kent County Council, National Highways and developers to ensure delivery of the Dover Fastrack Service.
- b The Council will support proposals for the rural demand-responsive bus service and other improvements to local bus service provision.

Proportionate developer contributions will be sought from new development to support these strategic schemes, having regard to the Infrastructure Delivery Plan or any subsequent guidance. This will be secured by S106 and/or S278 agreements. This may include contributions or on-site provision for associated complimentary infrastructure.

Where development of a site includes part of an identified strategic scheme in this policy, land will be reserved for the route or facility as part of the design of the proposal.

Proposals which undermine the delivery of a strategic transport scheme will not be supported.

Implementation

3.238 The Council will encourage the use of its own, and KCC Highway and Transportation pre-application advice services prior to any planning application being submitted so that issues relating to transport infrastructure are addressed at an early stage in an integrated way.

3.239 With regards to highway requirements, Section 278 of the Highways Act 1980 enables a highway authority to enter into an agreement with a third party to deliver improvements on the existing public highway. Works on the local highway network will require an agreement between the developer and Kent County Council. Improvements to the strategic road network require approval from National Highways,

acting on behalf of the Secretary of State for Transport. Section 278 is a mechanism that allows highway improvements required as a result of a development to be implemented directly by either the developer or the highway authority, or through a developer contribution for future works on the wider highway network.

3.240 More information on the Strategic Transport Projects within the District can be found in the Infrastructure Delivery Plan (IDP) which provides additional guidance with regards to proportionate contributions and how these will be calculated. With regards to 'complimentary' infrastructure, this may include facilities such as bus shelters or digital improvements to the sustainable travel infrastructure, for example.

3.241 The issue of transport infrastructure is a key theme that runs through each chapter and is central to the economic, social and environmental dimensions of sustainable development. This policy should also be read in combination with other policies in the Plan, including site-specific policies, and the Infrastructure Delivery Plan.

Strategic Policy 13 - Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets (SP13)

What are we trying to achieve?

3.242 To conserve and enhance the District's important natural landscapes and water environments, to ensure these assets can continue to be experienced and valued by residents and visitors and are protected from inappropriate development.

Justification for approach

3.243 The landscape of Dover District is rich and varied, reflecting its underlying geology. It comprises coastal cliffs and marshes, arable lands and rolling chalk downs with numerous ancient woodlands and valleys. This is a spectacular landscape and the District enjoys a wealth of natural assets; assets that are valued and protected at local, regional, national and international level. They range from the Heritage Coasts, including the White Cliffs, to the expansive chalk grasslands of the Kent Downs AONB and coastal habitats including salt marsh and mud flats which are rich in biodiversity. Such natural capital provides significant environmental, social, health and economic benefits for the District and its residents.

3.244 Given the quality and rarity of many of the landscapes of this District, there is a wide range of national and international environmental law with which the natural environment policies in this Plan must comply. Where appropriate specific legal obligations are referenced in subsequent paragraphs.

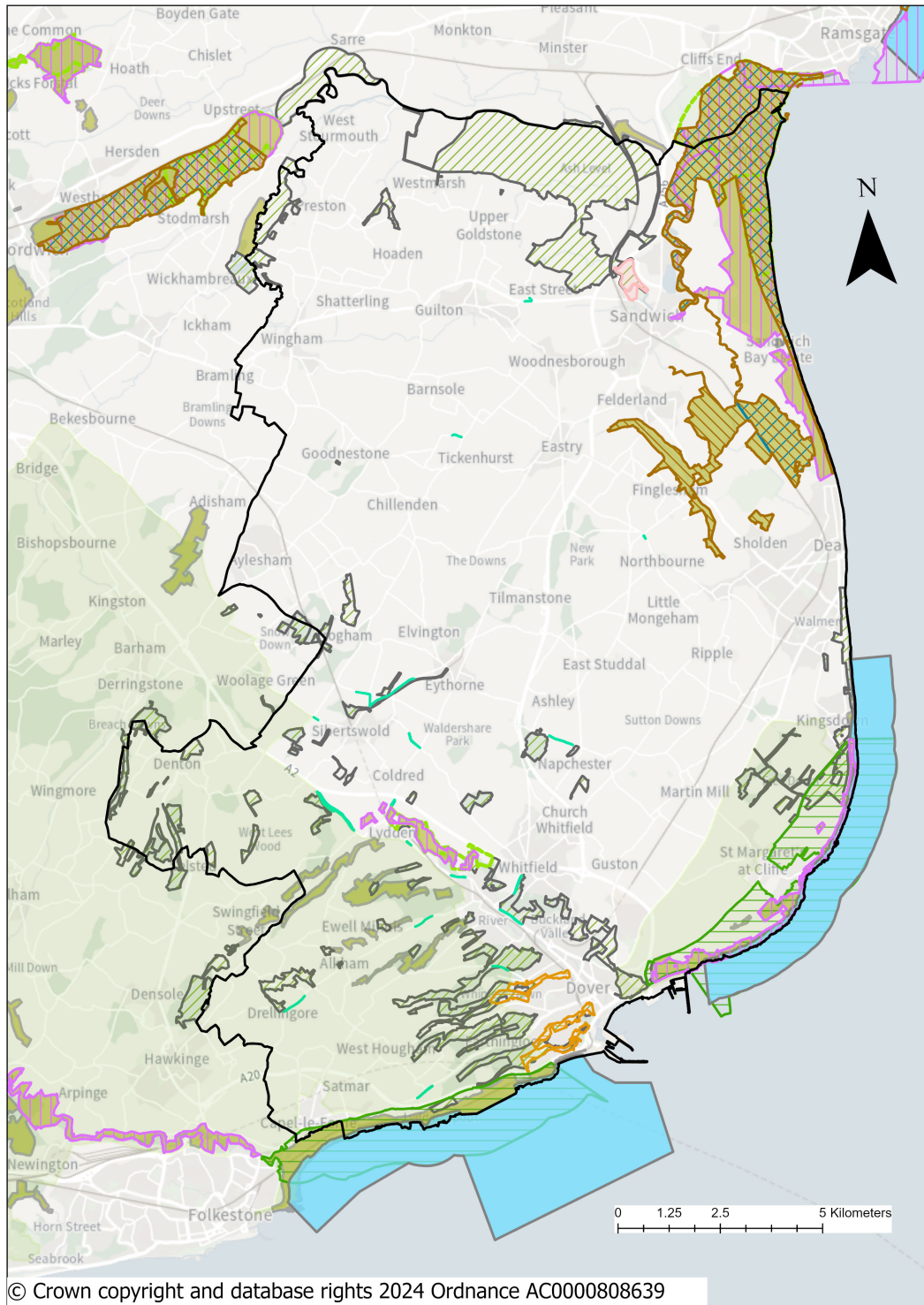
3.245 The NPPF 2021 requires local plan policies to conserve and enhance the natural environment, to recognise the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystems. Policies should identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity within their areas. In addition, policies should encourage development wherever possible to help improve local environmental conditions including air and water quality.

Protecting the District's Natural Environment

3.246 Dover District has a rich and diverse natural environment, also known as Natural Capital, ranging from Marine Conservation Zones to protected chalk grasslands. It is home to natural assets of international, national and local significance, and supports most of the lowland habitat types found within Kent.

Figure 3.5 Dover District Environmental Site Designations

Dover District Environmental Site Designations



Legend

International	National	Local
Ramsar Sites	NNR	RNR
SPA	AONB	Sandwich Town Council Reserves
SAC	Marine Conservation Zones	LNR
	Heritage Coast	
	SSSI	
		LWS

International Sites

3.247 The District Council has a legal duty to consider potential significant effects on these internationally protected sites, which comprise Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites (internationally protected wetlands under the Ramsar Convention on Wetlands (1976). Such Sites are designated because they are of exceptional importance for habitats and species that are threatened or vulnerable within an international context. The Conservation of Habitats and Species Regulations 2017 (as amended) provides the legal duty to consider potential significant effects on these sites, which is carried out through the Habitats Regulations Assessment (HRA) that accompanies the Local Plan.

3.248 Five internationally designated environmental sites fall, in full or in part, within the boundaries of Dover District:

- Dover to Kingsdown Cliffs SAC
- Lydden and Temple Ewell Downs SAC
- Thanet Coast and Sandwich Bay SPA
- Thanet Coast and Sandwich Bay Ramsar Site
- Sandwich Bay SAC

3.249 Recreational activities, including that arising from dog-walking, is a potential area of concern for these internationally designated sites. It is a particular issue for the Thanet Coast and Sandwich Bay SPA and Ramsar site, where wetland bird species are vulnerable to disturbance, including by dogs. A Strategic Access Mitigation and Monitoring Strategy (SAMMS) for this SPA was first adopted in 2012 and has been reviewed and updated alongside the HRA and the Local Plan. The SAMMS establishes a tariff to fund a set of strategic measures designed to mitigate the additional disturbance to birds caused by the increase in visitors undertaking recreational activities as a result of new homes in the District over the plan period. The tariff is set out in Table 11.2 and the requirements for implementation are set out in Policy NE3.

3.250 Qualifying bird species of SPA and Ramsar Sites will also travel outside of the site boundaries to use alternative suitable habitat. This includes qualifying bird species from the SPA and Ramsar Site within the District and qualifying bird species from sites outside of the District, namely Stodmarsh SPA and Ramsar Site and Dungeness, Romney Marsh and Rye Bay SPA and Ramsar Site. When the numbers of a qualifying bird species that are present in such habitat exceeds the threshold of significance (usually defined as greater than 1% of the associated SPA and / or Ramsar site population), the alternative suitable habitat can be described as 'functionally linked' to the SPA / Ramsar site. When impacts to this habitat cannot be avoided, appropriate mitigation in the form of habitat creation and management on-site in the first instance, or through provision of strategic sites for these species elsewhere within Dover District, will be required. Due to the common and widespread nature of the suitable habitats, it is considered with certainty that strategic mitigation, where necessary, can be easily achieved through the creation of alternative habitat of equal or greater value should a significant number of qualifying birds be found to utilise the site.

Lydden and Temple Ewell Downs SAC

3.251 Surveys have been undertaken of visitors to the Lydden and Temple Ewell Downs SAC, as part of the preparation of the Local Plan. These demonstrate that visitors to this attractive SAC are predominantly travelling from home, frequently on foot, for daily exercise and dog walking. This visitor profile is largely unchanged from previous survey results and mitigation through the delivery of Suitable Alternative Natural Green Spaces (SANGS) within the Whitfield Urban Expansion therefore continues to be required during this plan period.

Dover to Kingsdown Cliffs SAC

3.252 The Dover to Kingsdown Cliffs SAC is designated for its chalk grassland habitat, and managing visitor access and numbers is vital to preventing an adverse impact on the integrity of the fragile ecosystems of this landscape. The profile of visitors to the Dover to Kingsdown Cliffs SAC is markedly different to other designated sites; unsurprisingly given that the White Cliffs of Dover are one of the country's most iconic landscapes, attracting visitors from across the country and from overseas. Visitor counting is regularly undertaken by the landowner, the National Trust, and surveys were also undertaken as part of the preparation of the Local Plan. These surveys show visits tend to be made less than once a month, with a high proportion of first-time visitors and almost half of respondents visiting as part of their holiday at the time of survey. However, when seen against the annual counting records of the National Trust the most recent overall numbers at the time of the visitor survey appear to reflect the restrictive influence of the COVID-19 pandemic on international travel.

3.253 The National Trust is committed to an extensive and ongoing programme of on-site visitor management and mitigation measures in consultation with Natural England and working with Kent County Council Public Rights Of Way, the Kent Downs AONB Unit and the White Cliffs Countryside Partnership where appropriate. Parking is currently largely limited to on-site facilities which leads to pressure on local roads including Upper Road. The National Trust is working to alleviate this pressure and to reduce footfall through the SAC.

3.254 Given the impracticality of a Zone of Influence approach for such a nationally iconic site, the continuation of the current extensive programme of on-site management, undertaken with oversight from Natural England, is considered the most appropriate form of mitigation and the Council is committed to working closely with the National Trust on this matter over the Plan period.

National Sites

3.255 Areas of Outstanding Natural Beauty (AONBs) are nationally designated for their distinctive character and their natural beauty. The National Parks and Access to the Countryside Act 1949 defines such Areas based on more than just the appearance of the landscape but also the landform, geology, plants and animals, landscape features and the rich history of human settlement over the centuries. The Council has a statutory duty to seek to further the purpose of the Kent Downs AONB which is to conserve and enhance natural beauty. Approximately 22% of Dover District lies within the Kent Downs AONB.¹⁸

3.256 Work is currently underway by the Kent Downs AONB Unit and partners on both sides of the Channel to secure UNESCO World Heritage Site status for the Straits of Dover, and global Geopark or Biosphere Reserve status for the Kent Downs AONB including the Heritage Coast between Dover and Folkestone.

3.257 Sites of Special Scientific Interest (SSSIs) are protected areas identified by Natural England under Section 28 of the Wildlife and Countryside Act 1981 as being of national importance for their flora, fauna, geological or physiographical features. There are five SSSIs in this District:

- Dover to Kingsdown Cliffs SSSI
- Folkestone Warren SSSI
- Alkham, Lydden and Swingfield Wood SSSI
- Lydden and Temple Ewell Downs SSSI
- Sandwich Bay to Hacklinge Marshes SSSI

18 The Kent Downs AONB is now known as the [Kent Downs National Landscape](#). The plan was prepared in the context of the 'Kent Downs AONB' and therefore to ensure continuity and clarity to users of the Plan that terminology remains.

3.258 National Nature Reserves (NNR) protect the most important areas of wildlife habitat and geological formations in Britain, as well as being places for scientific research. As such, they are subject to management plans agreed with Natural England. There are two National Nature Reserves, within areas also designated as SSSIs, in Dover District:

- Sandwich and Pegwell Bay NNR
- Lydden and Temple Ewell Downs NNR.

3.259 Several undeveloped stretches of the English coastline are defined by Natural England as Heritage Coasts, based on their notable natural beauty, flora and fauna, and their heritage features. The only two areas of Heritage Coast within the county of Kent are found in Dover District, where the chalk cliffs, foreshores and seabed platforms that are home to distinctive wildlife influenced by the sea and such exposed habitats offer a feeling of wilderness. They are protected through the NPPF and Local Plan:

- Dover to Folkestone Heritage Coast
- South Foreland Heritage Coast

3.260 Marine Conservation Zones (MCZs) are designated under the Marine and Coastal Access Act 2009. These protected marine areas aim to conserve the diversity of nationally rare or threatened habitats and species that are representative of the biodiversity of the seas. There are two MCZs in Dover District:

- Dover to Folkestone MCZ
- Dover to Deal MCZ

3.261 A further three MCZs lie off the coast of the District:

- Goodwin Sands MCZ
- Folkestone Pomerania MCZ
- Foreland MCZ

3.262 The coastline and seas of the District fall within the South East Marine Plan (2021) area which stretches from Felixstowe in Suffolk to near Folkestone in Kent, covering approximately 1,400 kilometres of coastline. In accordance with the Marine and Coastal Access Act 2009, the development of this Local Plan has taken account of the South East Marine Plan, which provides a policy framework to inform decision-making regarding the activities that take place in the marine environment and how the marine environment is developed, protected and improved in the next 20 years.

Regionally Important Geological Sites

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.

Local Sites

3.263 Kent Wildlife Trust has identified, on behalf of the Kent Local Wildlife Sites Partnership, 39 Local Wildlife Sites (LWS) within Dover District. These are sites of county importance for their wildlife interest and they complement designated SSSIs. They are on both public and private land and form an important element of the District's network of green infrastructure, particularly the chalk grasslands which wrap around Dover town. There are also important Roadside Nature Reserves¹⁹ in the District, identified, protected and managed by the Kent and Medway Road Verge Project.

19 [Roadside Nature Reserves | Kent Wildlife Trust](#)

3.264 Local Nature Reserves are specifically declared as such by the Council as sites of local importance for wildlife, education and enjoyment (without disturbing wildlife), under Section 21 of the National Parks and Access to the Countryside Act 1949 and amended by Schedule 11 of the Natural Environment and Rural Communities Act 2006, with the purpose of increasing the public enjoyment and understanding of nature, as well as promoting nature conservation. They provide a significant and long-term contribution to nature conservation and are an important resource for the community, making a positive contribution to health and wellbeing. Dover District is home to four Local Nature Reserves (additional designations in brackets):

- High Meadow (LWS)
- Princes Beachland (SSSI),
- Western Heights (LWS)
- Whinless Down (LWS).

3.265 In addition, two nature reserves (not formally designated as LNRs) in Sandwich; Gazeen Salts and Monks Wall Nature Reserves, are managed by Sandwich Town Council.

Irreplaceable Habitats

3.266 Ancient woodland and ancient or veteran trees represent significant elements of green infrastructure and are irreplaceable. Dover District has proportionately less woodland than many other districts in Kent. The District contains only 6.9% of broadleaved, mixed and yew woodland, but it constitutes 10.6% of this priority habitat type within the County with the majority consisting of small, fragmented areas of ancient woodland. National planning policy requires that development resulting in the loss or deterioration of such irreplaceable habitats should only be permitted in exceptional circumstances where the public benefit would clearly outweigh the loss or deterioration and a suitable compensation strategy exists.

Priority Habitats and Species

3.267 Declining habitats and species, known as habitats or species of principal importance for the purpose of conserving biodiversity, are identified within Section 41 lists required under the Natural Environment and Rural Communities (NERC) Act 2006. These are also referred to as priority or Biodiversity Action Plan (BAP) habitats or species. Section 40 of the NERC Act 2006 states that Local Authorities have a duty to conserve biodiversity and the Section 41 list forms a basis for so doing.

3.268 The Environment Act 2021 once fully enacted will amend Section 40 of the NERC Act 2006 and Local Authorities will have a duty to conserve and enhance biodiversity (the Biodiversity Duty) and to report on actions taken.

3.269 The Kent Biodiversity Strategy 2020 aims to protect and recover threatened species and enhance the wildlife habitats that Kent is particularly important for. Thirteen priority habitats and ten priority species are selected in the Strategy from the UK priority habitats and species lists. Specific targets for Kent are established in the Strategy.

3.270 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 and Adonis blue butterflies. Kent's Plan Bee pollinator action plan should also be taken into consideration.²⁰

²⁰ [Kent's Plan Bee pollinator action plan - Kent County Council](#)

3.271 The Local Plan provides a framework through which the Council can act in accordance with the NERC Act 2006 Biodiversity Duty. Protection for priority species and habitats is afforded through the Local Plan. Ecological surveys will need to be undertaken where necessary, to identify and address any potential impacts, with the results used to inform approaches to mitigation.

Protected Species

3.272 Certain species, and often the habitats and other features that sustain them, are legally protected under The Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended), the Countryside and Rights of Way Act 2000 and / or The Protection of Badgers Act 1992.

3.273 Potential impacts to protected species as a result of development are material considerations in the planning process. Ecological surveys will need to be undertaken where necessary, to identify and address any potential impacts, with the results used to inform approaches to mitigation.

SP13 - Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets

International Sites

- a Development which is likely (either individually or in combination with other developments) to adversely affect the integrity of an international or European designated site, including the Dover to Kingsdown Cliffs SAC, the Lydden and Temple Ewell Downs SAC, the Thanet Coast and Sandwich Bay SPA, the Thanet Coast and Sandwich Bay Ramsar Site and the Sandwich Bay SAC, will not be permitted unless there are imperative reasons of overriding public interest and that it is demonstrated that any necessary compensatory measures in the absence of alternative solutions can be secured. A 'project level' Habitats Regulations Assessment will be required where there are likely significant effects or uncertainty. Any mitigation measures necessary to ensure no adverse impact must be implemented at the required time.
- b Measures to mitigate against an increase in recreational pressure arising from development resulting in impacts to the Thanet Coast and Sandwich Bay SPA are addressed in the Strategic Access Mitigation and Monitoring Strategy, for which contributions are required in accordance with Policy NE3.
- c For development within 500m of the Thanet Coast and Sandwich Bay SPA and Ramsar sites the need for a project level assessment, in accordance with the Habitats Regulations, will be assessed on a case-by-case-basis to ensure 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). 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.
- 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 the Thanet Coast and Sandwich Bay SPA, in order to determine their individual and cumulative importance for these species and whether the thresholds of significance are exceeded (greater than 1% of the associated European or international site). In such circumstances, when impacts cannot be avoided, appropriate mitigation in the form of habitat creation and management in perpetuity on-site in the first instance, or through provision of strategic sites for these species elsewhere

within Dover District, will be required. Permission will only be granted when proposals for appropriate, adequate and achievable mitigation measures have been agreed. All such necessary mitigation will need to be fully functional prior to any development which would affect significant numbers of SPA birds.

The Kent Downs AONB and Heritage Coasts

- e All proposals within, or affecting the setting of, the AONB and Heritage Coasts must have regard to the purpose of conserving and enhancing their natural beauty in accordance with the requirements of Policy NE2.

Nationally designated biodiversity sites

- f For nationally designated biodiversity sites, including Sites of Special Scientific Interest, National Nature Reserves and Marine Conservation Zones, development will only be permitted where it is not likely to have an adverse effect on the designated site or its interests (either individually or in combination with other developments) unless the benefits of the development in the location proposed clearly outweigh the impacts that it is likely to have on the features of the designated site that make it of national importance, and any broader impacts on the national network of sites. Where damage to a nationally designated site cannot be avoided or mitigated, compensatory measures will be sought. Development will also accord with and support the conservation objectives of any biodiversity site management plans.

Irreplaceable habitats

- g Development which would result in the loss or deterioration of irreplaceable habitats, including ancient woodland and ancient or veteran trees, will only be permitted in wholly exceptional circumstances, where the public benefit would clearly outweigh the loss or deterioration, and where a suitable compensation strategy exists.

Locally designated environmental sites

- h For locally identified biodiversity and geological assets, including Regionally Important Geological Sites, Local Wildlife Sites and Local Nature Reserves, as well as priority and locally important habitats and priority species, including chalk grasslands, development likely to have an adverse effect will be permitted only where the damage can be avoided or adequately mitigated or when its need outweighs the biodiversity interest of the site and when the coherence of the local ecological network is maintained. Compensation will be sought for loss or damage to locally identified biodiversity assets.

The Mitigation Hierarchy

- i Development affecting designated sites and biodiversity assets, including protected and priority species, will apply the mitigation hierarchy as required by the NPPF;
- j All mitigation, compensation and enhancement measures should have regard to the requirements of Policy SP14, the Dover District Green Infrastructure Strategy and the Local Nature Recovery Strategy.

Implementation

3.274 This policy will be applied to all proposals relevant to the policy criteria.

3.275 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. 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.

3.276 A Zone of Influence for consideration of functionally linked land in respect of point d of the policy is identified in the Local Plan HRA as 5km for Thanet Coast and Sandwich Bay SPA. For Site Allocations within this Zone of Influence a requirement for overwintering bird surveys is included in the Site Allocation Policy.

3.277 Where necessary, due to the presence of designated sites, areas and / or biodiversity assets, including the presence of habitats and features on or around a development site that indicate the potential for protected or priority species to be present, planning application submissions will need to include all relevant ecological surveys and baseline information, along with proposals for addressing the requirements of this policy. This will ensure that the Council can address legislative and policy requirements in the decision.

3.278 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.

3.279 Natural England's view will be sought in respect of proposals with potential to impact statutory designated sites. Natural England Standing Advice will be reviewed where relevant.

3.280 Proposals close to ancient woodland will be expected to incorporate undeveloped (and outside of domestic curtilage) buffers of a minimum 15 metres. Wider buffers will be sought where the site circumstances indicate particularly sensitive ancient woodland areas and / or potential for significant levels of public access.

Strategic Policy 14 - Enhancing Green Infrastructure and Biodiversity (SP14)

What are we trying to achieve?

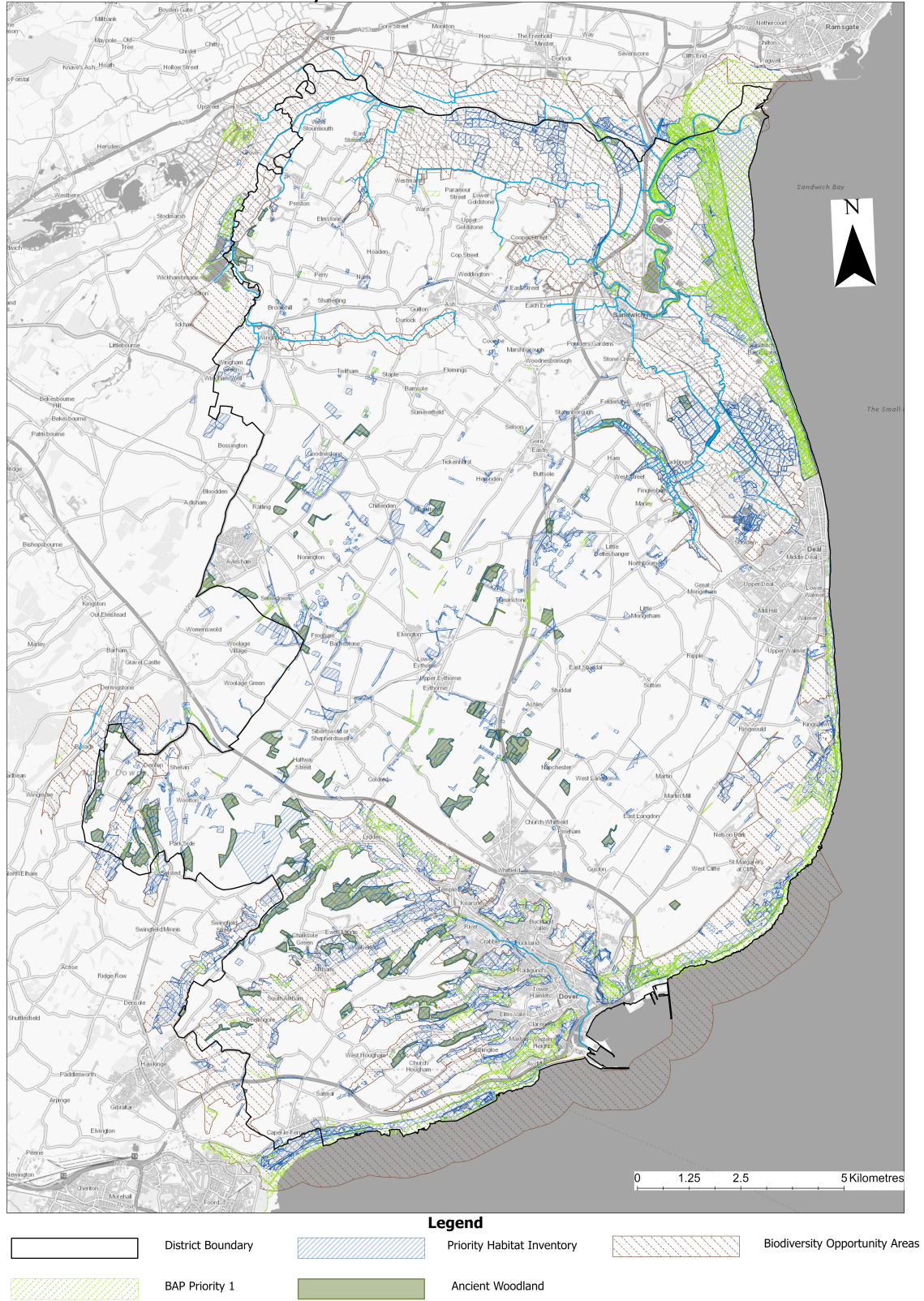
3.281 To conserve and enhance the District's biodiversity and green infrastructure, including natural and semi-natural rural and urban green spaces, nature conservation sites, green corridors, parks and gardens, amenity green spaces, and to enhance ecological connectivity between them, delivering a net gain in biodiversity.

Justification for approach

3.282 Recent years have seen an increased recognition of the important role that access to nature can play in improving physical and mental health, wellbeing and happiness. At the same time it is accepted that the planning system must move towards a more integrated landscape-scale approach to green infrastructure (which in this context is considered to include marine and other water-based environments, sometimes referred to as blue infrastructure) and to a net gain in biodiversity, through the conservation and enhancement of sites and areas that contribute to ecological networks.

Figure 3.6 Dover District Biodiversity Assets

Dover District Biodiversity Assets



3.283 Biodiversity Opportunity Areas (BOAs) currently form the basis of the biodiversity network. Three BOAs are located in Dover District. The Lower Stour Wetlands BOA contains some of Kent's most extensive water and wetland habitats. The area to the west of Dover Town lies in the Dover and Folkestone Cliffs and Downs BOA. This area encompasses a series of valleys around Dover, cliffs and cliff-top grassland, intertidal and subtidal chalk and the steep scarp slope of the North Downs at Dover. Finally, a small section of the East Kent Woodlands and Downs BOA falls within the District, in the vicinity of the village of Wootton. This BOA comprises a complex of woodland and grassland habitats.

3.284 As these BOAs offer the best opportunities for connecting fragmented habitats, improving the ability of species to move through the environment and for establishing large habitat areas and/or networks of wildlife habitats, they are priority areas of opportunity for restoration and creation of priority habitats in line with requirements of the NPPF. The Local Plan supports the aims and objectives of the Kent Biodiversity Strategy (2020–2045) as they relate specifically to the Biodiversity Opportunity Areas (BOAs) of this District.

3.285 The District's coastal environment is a significant part of its green infrastructure and supports a rich and diverse range of biodiversity. It includes important areas of habitat and refuge for over wintering birds. The current climate emergency requires that such coastal environments require a long-term commitment to building resilience. Work to examine and address coastal squeeze, namely the loss of natural habitats or deterioration in their quality, and the need to enable the landward transgression of these habitats in response to sea level rise in conjunction with other coastal processes, will be progressed during the lifetime of the Plan.

3.286 As part of the Environment Act 2021 a national network of Local Nature Recovery Strategies is planned. Strategic Policy 14 provides support for the management, restoration and creation of habitats having regard to the Kent Local Nature Recovery Strategy that will come forward.

SP14 - Enhancing Green Infrastructure and Biodiversity

- a Measures that conserve and enhance the green infrastructure and biodiversity of the District through the management, restoration and creation of habitats in line with the priorities set out in the Local Nature Recovery Strategy, the Kent Biodiversity Strategy for the Biodiversity Opportunity Areas (BOAs) in the District and in the Dover District Green Infrastructure Strategy will be supported.
- b Where possible, every development (excluding householder) will be required to connect to and improve the wider ecological networks in which it is located, providing on-site green infrastructure that connects to off-site networks. 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 and species, networks of ecological interest, ancient woodland, chalk grasslands, water features, hedgerows, beaches, wetland pastures and foreshores, as green and blue corridors and stepping-stones for wildlife.
- c Development should ensure that the integrity of the existing network of green infrastructure, including the hierarchy of designated sites, the Local Nature Recovery Network and Biodiversity Opportunity Areas across the District is strengthened as part of proposals, in order to increase the contribution to health and wellbeing, carbon sequestration and resilience to climate change delivered by such green infrastructure.
- d All development must avoid a net loss of biodiversity and will be required to achieve a net gain in biodiversity above the ecological baseline in line with Policy NE1.

Implementation

3.287 This policy delivers the Council's duty to enhance the green infrastructure of this District. All applications are therefore expected to comply with this policy which should be addressed in conjunction with Policy NE1 which requires the delivery of a biodiversity net gain of a minimum of 10% as part of all new built developments permitted during the Plan period.

3.288 Planning application submissions should include all relevant ecological surveys and baseline information, along with proposals for addressing the requirements of this policy, to ensure that the Council can address NPPF requirements and the NERC Act 2006 Biodiversity Duty in the decision.

3.289 Applicants should demonstrate how their proposals align to strategic priorities and actions, with consideration to the Kent Biodiversity Strategy, BOAs, Dover District Green Infrastructure Strategy and Kent Local Nature Recovery Strategy, in order to secure maximum biodiversity benefits and to deliver the greatest gains from habitat enhancement, restoration and re-creation.

Strategic Policy 15 - Protecting the District's Historic Environment (SP15)

What are we trying to achieve?

3.290 To recognise the major role that the historic environment has in shaping the District's development and identity, and to protect and conserve the District's heritage assets in a manner appropriate to their significance, so that they continue to be appreciated and enjoyed by residents and visitors and offer outstanding opportunities to enhance the environment and economy of the District over the plan period.

Justification for approach

3.291 Dover District contains an exceptional wealth of archaeological and built heritage spanning from the prehistoric period to the present day. Many of these historic assets are important nationally and internationally, and as an irreplaceable resource have a significant role to play in the social and economic wellbeing of the District both for existing and future communities. Heritage assets, whether designated or non-designated, add distinctiveness, meaning and identity to the District and it is therefore important that the significance of the District's heritage assets is taken into account as part of any future development management, regeneration or maintenance decisions, and opportunities are sought wherever possible to enhance the District's historic environment.

3.292 The District is home to 1,926 listed buildings, 57 Conservation Areas, 50 Scheduled Monuments, 6 historic parks and gardens as included on Historic England's Register of Parks and Gardens of Special Historic Interest and one protected wreck site in addition to a rich archaeological resource. Non-designated assets also play an important role, contributing to the character and distinctiveness of the District and providing a focus for conservation and access projects, interpretation, education and research. The Kent Historic Environment Record records more than 14,000 entries for Dover District.

3.293 Local lists play an important role in celebrating non-designated heritage that is particularly valued by communities. The process of preparing a local heritage list allows local people, in partnership with the Council, to identify local heritage that they would wish to see recognised and protected. Such local lists, once agreed by the local planning authority as having heritage significance, will merit consideration in planning matters, with the planning authority taking a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset itself. The Council does not currently have a Local List, however

it is a recommendation in the Dover District Heritage Strategy that a list is developed to support the Council in developing a proactive approach to protection of non-designated heritage assets most at risk and that it covers all aspects of the historic environment within the District.

The Dover District Heritage Strategy 2013 (updated 2020)

3.294 The NPPF requires local planning authorities to set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. The Dover District Heritage Strategy (DDHS) sets out the Council's positive strategy for the historic environment and promotes a greater understanding of the heritage assets of the District in respect of their significance, vulnerabilities and opportunities.

3.295 The DDHS sets out the following objectives for the historic environment:

- 1 Dover District's historic environment and its heritage assets play a proactive role in enabling and informing regeneration activities to secure better outcomes from sustainable growth.
- 2 Dover District realises the tourism and visitor potential and economic benefits of its historic environment and heritage assets.
- 3 Dover District's heritage assets are sustained and enhanced so as to best meet the needs of the present without compromising the ability of future generations to appreciate their significance.
- 4 Public understanding of, engagement with, access to and enjoyment of Dover District's historic environment are increased.

3.296 The DDHS divides the District's heritage assets into a number of thematic studies with each including a written description of the principal heritage assets, a list of other key heritage assets and a statement of significance for that theme. The thematic studies are not intended to provide a definitive list of all heritage assets, but rather act as an illustration of the breadth and wealth of the District's historic environment.

SP15 - Protecting the District's Historic Environment

The heritage assets of the District are an irreplaceable resource and all applications that will affect a heritage asset should therefore ensure that the asset, including its setting, are conserved and enhanced in a manner appropriate to their significance. The Council will work with applicants and partners to ensure that the heritage of the District can positively contribute to the character, environment and economy of the District and the quality of life of existing and future generations of residents and visitors.

Implementation

3.297 This policy sets out the Council's strategy for the protection of the historic environment. As a substantial and comprehensive body of work the Dover District Heritage Strategy serves as the principal evidence base for all policies within the plan relating to the historic environment.

3.298 The policy supports the Council in preparing a Local List SPD which will set out guidance and a recommended methodology based on Historic England's Guiding Principles for Local Heritage Listing in order to support local groups wishing to prepare Local Heritage Lists.

3.299 All applications relating to the historic environment will be expected to comply with this policy.



Housing and Employment Sites

Introduction

4.1 This section of the Local Plan sets out the sites that are proposed for development, ordered by settlement, in accordance with the Settlement Hierarchy in Table 3.3.

4.2 The sites comprise Strategic Housing and Employment allocations, Regeneration sites (mixed uses), non-strategic housing and employment allocations and small housing allocations (sites under 30 dwellings). Strategic sites are those which are central to the delivery of the Plan's strategy, and are normally of a larger scale. The delivery of the Strategic sites is key if the Plan is to deliver its Vision for the District. Regeneration sites are key brownfield sites which can assist to deliver the employment and housing strategies. In addition, two heritage regeneration opportunity sites are identified with potential to bring forward development.

4.3 The Strategic employment sites and regeneration sites are listed within Policy SP6 - Economic Growth. Three housing Site Allocations SAP1 - Whitfield Urban Expansion, SAP24 - Land to the South of Aylesham and SAP28 - Land Between Elvington and Eythorne are considered to be strategic when considered in the context of the Plan's overall strategy, in addition to the combined delivery of multiple sites in the District and Rural Service Centre settlements of Dover, Deal and Sandwich, which when taken together are essential to meet the requirements of SP3 - Housing Growth. All strategic and regeneration allocations are shown indicatively on the Local Plan Key Diagram within the Strategic Objectives section of this plan.

4.4 The site-specific allocation policies set out a range of criteria that development proposals for each site must adhere to. The Site Allocation policies should be read in conjunction with the supporting text and site description that precedes it and the information contained within this introduction. It is important to note that where there is any conflict between a Site Allocation policy and a generic policy, the Site Allocation policy should take precedence.

Masterplanning for Urban and Village Extensions

4.5 When planning for the supply of new homes Local Authorities are required by the NPPF to consider the use of Garden City Principles to guide the development of new settlements or significant extensions to existing villages and towns. 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.

4.6 A Garden City is a holistically planned new settlement that enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. Garden City principles are an indivisible and interlocking framework for delivery and provide an opportunity to create innovative, resilient and inclusive places that will stand the test of time. The Garden City movement was founded by Ebenezer Howard and the first Garden City was developed at the start of the 20th Century in Letchworth.

4.7 More recently there has been a renewed interest in smaller 'garden community' developments, in the form of garden villages, and this has become part of the governments wider programme for housing delivery.

4.8 Like the idea of the Garden City, the garden village concept is not new, and has formed an important part of Britain's urban development history since the Industrial Revolution.

4.9 The Town and Country Planning Association define 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.

4.10 The Council will expect the development of the strategic allocations to follow the Garden Village principles set out within the TCPA Understanding Garden Villages: An Introductory Guide (2018) as summarised below:

Garden Village Principles

Key principles for designing garden villages include:

- **Holistically planned:** New garden villages should be holistically planned, with a strategic framework (masterplan) which is comprehensive enough to guide investment but flexible enough to evolve over time.
- **Small in Scale:** The government is supporting a broad range of development scales under the umbrella term 'garden village'. There is no 'one size fits all' approach to managing growth, and the right approach will be different in each area. What is important is that the whole range of scales and options for accommodating growth is considered, alongside a long-term view of what is the right option.
- **Planned for healthy living:** Planning for healthy communities is integral to the creation of new places today. New garden villages should foster healthy and active communities by encouraging walking and cycling and by providing a comfortable, stimulating and therapeutic environment, bringing together the best of the urban and natural environments, for people of all ages.
- **Make provision for a vibrant social life:** New garden villages should be characterised by their social and cultural vibrancy.
- **Designed with high-quality materials and attention to detail:** The creation of a new garden village provides an opportunity to set a framework for design and development that is both sensitive to local character and creates distinctive neighbourhoods. Garden villages must be exemplary in high-quality and innovative design, featuring the application of the highest sustainability standards, innovative use of local and sustainable new materials, and high-quality imaginative architecture, making use of expert craftsmanship.
- **Designed to provide affordable homes close to employment:** New garden villages should meet the full range of housing needs and aspirations through a diversity of housing opportunities, having particular regard to the needs of older people and the provision of plots for self-/custom-building.
- **Provision of services for day-to-day needs within walking distance of homes:** New garden villages should provide a sustainable urban structure of walkable neighbourhoods based around a network of mixed-use town and local centres in which residents can meet most of their day-to-day needs.
- **Land ownership and long-term stewardship:** Delivering a successful new community requires a clear understanding of how assets generated by the development process will be managed in perpetuity. New garden villages must demonstrate how such management will be undertaken on behalf of the community.

Requirements for Planning Applications

4.11 This section of the plan sets out how planning applications may be expected to meet the requirements set out within the policies of this Local Plan, and how this can be achieved through the production of the correct supporting information to be submitted alongside a planning application. A summary of potential

supporting document requirements by topic area provided below is for information purposes and is not exhaustive. Each planning application will need to be considered against the most up to date national and local validation checklist requirements, and based on the detail and policies which will be applied.

Design

4.12 The site policies identify any specific local issues that should be considered in the design and layouts of schemes. The issues identified will not be exhaustive and all developments should achieve a high quality of design in accordance with Policy PM1 - Achieving High Quality Design, Place Making and the provision of Design Codes.

4.13 The Council will encourage the use of its pre-application advice service prior to any planning application being submitted so that issues relating to design and place making are addressed at an early stage in an integrated way.

4.14 Furthermore, some major proposals or proposals where significant and/or unusual design implications are identified, will be referred to a Design Review Panel. Design Review is a well-established way of improving the quality of design outcomes in the built environment, and is recognised as an important tool in the NPPF. Design Review promotes good quality developments that help create better places and avoid the cost of poor design. Applicants would be expected to pay for the design review process and it should be undertaken at the earliest opportunity to save the applicant time and money spent changing the scheme later in the process.

Landscape and Biodiversity

4.15 Where a landscape buffer is required to mitigate the impact of development on the wider countryside and/or the Kent Downs AONB, this should be determined by a Landscape Visual Impact Assessment (LVIA).

4.16 Existing trees and hedgerows should wherever possible be retained. Where trees and/or hedgerows are proposed to be removed, applications should be informed by a Tree Survey and/or Arboricultural Assessment. 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.

4.17 Where sites are identified as being within a Biodiversity Opportunity Area, proposals for development must be in conformity with Strategic Policy 14 - Enhancing Green Infrastructure and Biodiversity.

4.18 Where sites fall within 500m of the Thanet Coast and Sandwich Bay SPA then an Environmental Assessment is required to demonstrate in accordance with the Habitats Regulations that any proposal will not adversely affect the integrity of these sites in accordance with Strategic Policy 13 - Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets, as required by the Habitats Regulations Assessment carried out in support of this Plan.

4.19 In addition, in accordance with Strategic Policy 13 - Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets, wintering bird surveys will be required for all sites with high and moderate suitability to support Thanet Coast and Sandwich Bay SPA qualifying bird species, as identified in the Habitats Regulation Assessment of the Local Plan, in order to determine their individual and cumulative importance for these species and inform mitigation proposals.

Ecology

4.20 In accordance with national policy and guidance, suitable protected species and habitats surveys should be carried out on sites which have the potential for such features. Where species and habitat surveys are required, the scope of these surveys should be agreed as part of the planning application process. The

results of the surveys should be used to inform the ecological mitigation and enhancement measures to be provided on the site and proposals for implementation, maintenance and monitoring in accordance with national policy and guidance.

Movement and Highways

4.21 A Transport Assessment or Statement is required for most new development, in accordance with Policy TI2 - Transport Statements, Assessments and Travel Plans, to identify off-site highway improvements and sustainable transport measures that are necessary to serve the development. Where required, this must take into account the cumulative impact of this and other sites allocated in this Plan on common road links.

4.22 Where a speed survey is required this is to ensure that suitable visibility is available to access the site. KCC Highways and Transportation, and where necessary, National Highways should also be consulted on proposals that impact on the Local and Strategic Road Networks.

4.23 With regards to roads within new developments, it is recommended that they are designed and constructed to adoptable standards in accordance with KCC requirements for roads, and are provided up to site boundaries to enable subsequent phases to be delivered where schemes may be delivered in more than one phase or are in several ownerships. No 'ransom strip' or other gap should be left between the highway and the site boundary.

Heritage

4.24 Where a Heritage Statement and Archaeological Assessment are required these should be undertaken in accordance with Policies HE1 - Designated and Non-Designated Heritage Assets and HE3 - Archaeology. The Council's Heritage team, and where appropriate Historic England, should also be consulted.

Flood Risk

4.25 The site-specific requirements in relation to flood risk for allocations within this Local Plan have been informed by a Strategic Flood Risk Assessment. This considered the risk of flooding from tidal, fluvial and pluvial sources. The site-specific assessment can be viewed [here](#). The requirements of the criteria in the site-specific policies have been informed by the site-specific flood risk issues.

4.26 Where a Flood Risk Assessment is required this should include an appraisal of the impacts of climate change in accordance with the national guidance prevailing at the time of the application.

4.27 Dependant upon the scale and characteristics of the flood risk issue on-site, which should be determined by the site-specific flood risk assessment which is required, the following should be considered where relevant, in order to meet the requirements of the sequential and exceptions test as set out in Policy CC5 - Flood Risk and national policy and guidance.

4.28 The Sequential Approach should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas. The Sequential Approach should also be applied to the internal layout of buildings, in particular where floor levels cannot be raised.

4.29 Where the sequential approach cannot be achieved on-site, floor levels should be raised above the design flood level, or the depth of flooding from surface water, including the Environment Agency's recommended additional freeboard where practicable (with an appropriate allowance for climate change).

4.30 In addition, flood resistance and resilience measures should be considered for inclusion. Suitable mitigation (i.e. compensatory flood storage) should be provided where development would displace surface water to avoid the risk of increased flooding to the surrounding area.

4.31 SuDS should be provided on sites in accordance with Policy CC6 - Surface Water Management. All major development will also require a Surface Water Management Scheme to be produced to show how SuDS will be included to manage surface water runoff from the site.

Proximity to Existing Watercourses

4.32 The EA should be consulted where development is proposed within 8m of a main river to obtain consent via a Flood Risk Activity Permit (FRAP).

4.33 The LPA or EA should be consulted prior to the commencement of any works to obtain consent for any development proposed within 8m of any ordinary watercourse. Where the watercourse falls within the River Stour Internal Drainage Board (RSIDB) area, the RSIDB should be consulted to obtain consent.

Water Supply and Waste Water

4.34 Southern Water (SW) has been consulted as part of the preparation of the Plan and has provided comments in relation to the need to protect existing wastewater infrastructure where this crosses sites. SW has also carried out an assessment of wastewater infrastructure capacity. Criteria have been set out in the site-specific policies where these factors have been identified by Southern Water during the preparation of the Plan.

4.35 In accordance with the site-specific criteria and Policy NE5 - Water Supply and Quality, development must be phased to align with the delivery of upgrades to capacity of wastewater infrastructure. Developers must consult with the relevant water authority at an early stage to ensure there will be sufficient capacity in the wastewater system to accommodate the development and any upgrades are carried out where necessary. This should be done at pre-application and planning application stage, and again at pre-development stage. Confirmatory verification will also be required through planning condition to ensure that network capacity remains in place up to and including the time of the commencement of development and first occupations. This will apply to any areas where there are known to be potential capacity issues. This is currently applicable to the Deal and Whitfield area and may be relevant to other areas in the future.

Minerals

4.36 For sites identified as being in a KCC Minerals area a Minerals Assessment will be required in accordance with Policy DM7 of the adopted Kent Waste and Mineral Local Plan. The KCC Waste and Minerals Team should also be consulted.

Ground Water Source Protection Zones

4.37 Where sites are in a Ground Water Source Protection Zone development will need to be in conformity with Policy NE5 - Water Supply and Quality. For sites in a Ground Water Protection Zone that have been identified as requiring SuDS to mitigate surface water flooding, these should only be provided in accordance with Policy CC6 - Surface Water Management. The Environment Agency and KCC as the Lead Flood Authority should also be consulted.

Noise, Contamination and Air Quality

4.38 Where sites 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 mitigation will be 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.

4.39 The Council's Environmental Health Department should also be consulted.

Other Local Plan Policies

4.40 There are a number of other relevant policies set out in this Plan that will apply to all sites, as well as those specific criteria discussed above and referred to specifically in the site policy. The site policies do not repeat other policies in the plan unless site-specific issues relating to how the policies should be addressed have been identified at this stage. The Local Plan should be read as a whole, but in the event of any conflict between a site-specific policy and a generic policy, the site-specific policy should take precedence.

4.41 The following policies may also apply to sites allocated for development:

- SP1 – Planning for Climate Change
- SP2 – Planning for Healthy and Inclusive Communities
- SP11 – Infrastructure and Developer Contributions
- SP12 – Strategic Transport Infrastructure
- SP13 – Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets
- SP14 – Enhancing Green Infrastructure and Biodiversity
- SP15 - Protecting the District's Historic Environment
- CC1 - Reducing Carbon Emissions
- CC2 – Sustainable Design and Construction
- CC4 – Water Efficiency
- CC8 – Tree Planting and Protection
- PM1 – Achieving High Quality Design, Place Making and the provision of Design Codes
- TI1 - Sustainable Transport and Travel
- TI2 - Transport Statements, Assessments and Travel Plans
- TI3 – Parking Provision on new Development
- TI5 – Digital Technology
- NE1 - Biodiversity Net Gain
- NE2 - Landscape Character and the Kent Downs AONB
- NE4 - Air Quality
- NE5 - Water Supply and Quality
- HE1 - Designated and Non-Designated Heritage Assets
- HE2 - Conservation Areas
- HE3 - Archaeology

4.42 In addition, for residential allocations the following policies may also apply:

- SP5 – Affordable Housing
- PM2 – Quality of Residential Accommodation
- PM3 – Providing Open Space
- PM4 – Sports Facilities
- H1 – Type and Mix of Housing
- NE3 - Thanet Coast and Sandwich Bay SPA Mitigation and Monitoring Strategy

4.43 In addition, for employment allocations the following policy will also apply:

- E1 – New Employment Development

Dover

4.44 Dover is the principal town in the District, consisting of urban wards and the built-up parts of parishes of River, Temple Ewell and Whitfield, which together make up an urban area with a population of 46,210²¹. The town is located in an exceptional coastal setting at the narrowest point of the English Channel between England and continental Europe, resulting in a strategic role for the town as the gateway to Britain.

4.45 Nestled within the narrow valley of the River Dour, the town enjoys a dramatic landscape, characterised by the White Cliffs and the historic landmarks of Dover Castle and the Western Heights Fortifications. The cliffs on either side of the town are Kent's only Heritage Coasts and are especially rich in chalk grassland. A significant proportion of the surrounding countryside is within the Kent Downs AONB.

4.46 Dover enjoys a rich and significant archaeological and historical heritage from all periods. Being the closest point within the UK to Europe with early cross-Channel traffic evidenced by the discovery of the Dover Bronze Age Boat (of c.1550 BC), the town became the principal route across the English Channel, with the establishment of a harbour during the Roman period. The medieval street pattern is still visible within the town, with Biggin Street, Cannon Street and London Road forming the pilgrim's route from the port to the Thomas Becket tomb in Canterbury and then on to London. In the post-medieval period, threats from the Continent led to the development of defensive structures such as Motes Bulwark to withstand attack from the sea. Later, during the 18th Century, again as a response to threat from the Continent, the town saw a major programme of fortification, including the Western Heights and Fort Burgoyne. The town continued to develop thanks to its relationship with the sea, becoming a draw for tourists during the late 19th Century, and a bustling, prosperous commercial hub. Many of the town's historic buildings date from this time. Both wars during the 20th Century saw destruction of much of the town's built heritage, with sites opened up for post-war development as a result both of enemy action and slum clearance.

4.47 More recent development includes the urban expansion of Whitfield to the north of the town from the 1980s onwards and the development of the St James retail complex in 2018.

4.48 Dover benefits from excellent transport connections by rail, road and sea. The town is home to the Port of Dover and has a high-speed rail connection to London. It is strategically positioned at the start of the A2 and A20 giving it easy links to the motorways of Kent and beyond. Construction has recently started on Dover Fastrack, a new bus rapid transit connection linking Dover Town with the urban expansion area at Whitfield.

4.49 Dover Town Centre contains the principal convenience and comparison shopping offer for the District, although the town currently suffers from a high vacancy rate. The layout of the town reflects its distinctive topography, and as a consequence, the town suffers from a lack of clear central core. Furthermore, pedestrian movement is restricted by the main roads which serve the port, and which are heavily used and frequently congested with freight traffic. This has led to connectivity problems, including between the town centre, the waterfront and the station, and has contributed to a poor-quality public realm and environment.

4.50 In addition, Dover town suffers from high incidences of multiple deprivation and areas of poor-quality housing. Unemployment rates here are more than double those of the District average. As a result, the highest levels of deprivation within the District are found within the urban area of Dover, including areas within the top 10% of most deprived nationally.

21 2020 MYPE, ONS, Dover Wards; the most recent ward/parish level data available

4.51 The Council's objectives for Dover are to create a more vibrant town by enhancing the environment in the town centre and improving connectivity, both within the town centre and with other areas such as the waterfront, the railway station and Whitfield, in order to renew a sense of pride in the town and to enhance its attractiveness as a place to live, work and visit.

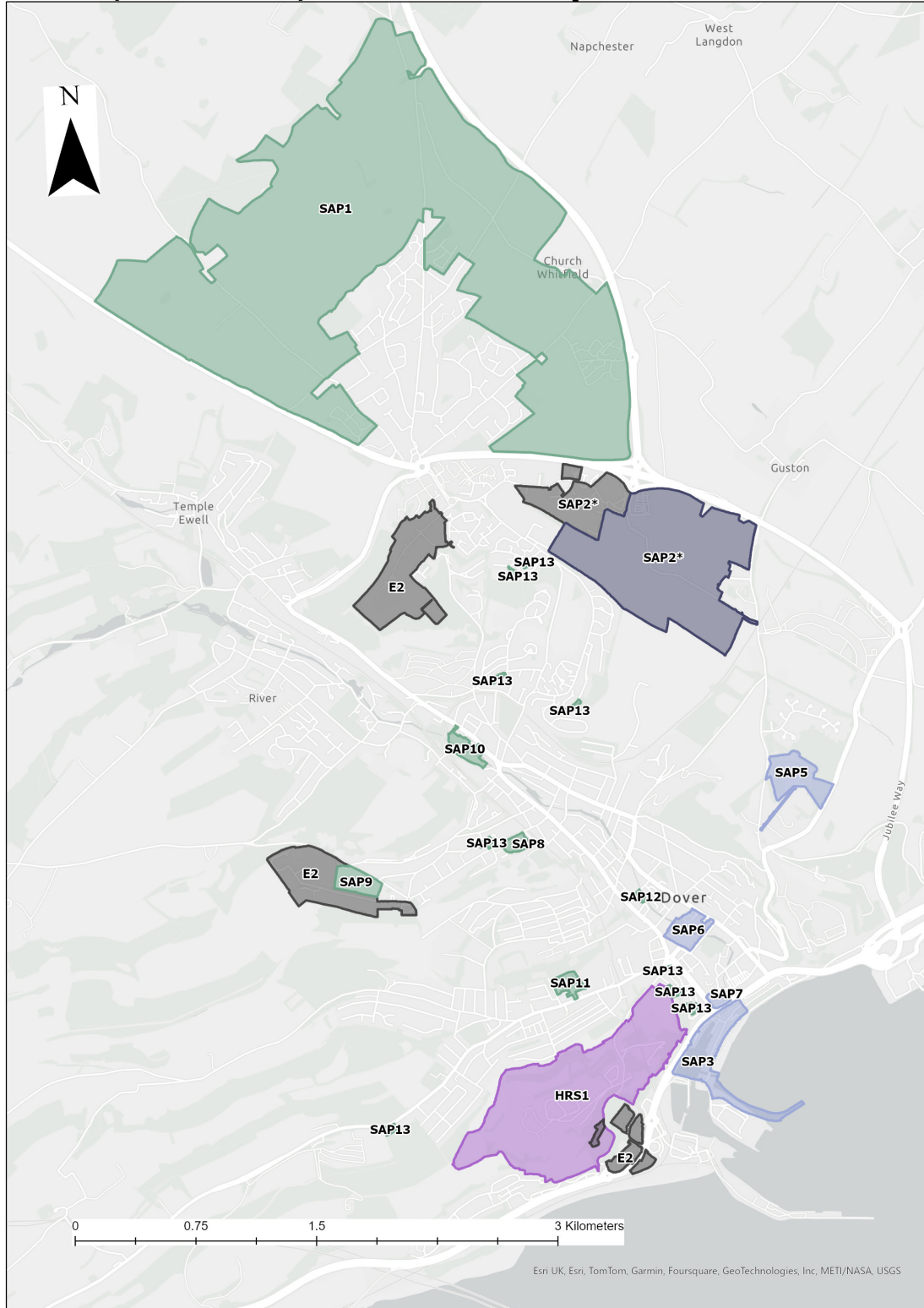
4.52 The Council's settlement strategy continues to focus on the development and regeneration of Dover Town and Whitfield, where accessibility to strategic transport networks and public transport is good and the greatest potential exists to maximise accessibility to job opportunities, shops, services and other facilities, and to create a new neighbourhood with supporting infrastructure.

4.53 Approximately half of the District's new housing development is therefore planned here, the majority of which is to be delivered as part of the urban expansion at Whitfield (see SAP 1). A number of employment allocations are also proposed in Dover Town and at the White Cliffs Business Park.

4.54 The following site allocations are proposed in Dover, Whitfield, Guston and Temple Ewell:

Figure 4.1 Map of Sites Allocations in Dover, Whitfield, Guston and Temple Ewell

Dover, Whitfield, Guston & Temple Ewell








- | | | |
|--|---|---|
|  Housing Allocations |  Employment Retentions |  Heritage Regeneration Opportunity Sites |
|  Employment Allocations |  Mixed Use Allocations | |
- *An indicative development strategy plan is available for White Cliffs Business Park under SAP2

Table 4.1 Sites identified in Dover, Whitfield, Guston & Temple Ewell

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Whitfield Urban Expansion (WHI001-5 and WHI007-8)	SAP1	Urban expansion providing a mix of uses	2200 (in plan period)
White Cliffs Business Park (ELR7 and TC4S120)	SAP2	Employment	N/A
Dover Waterfront (part DOV017)	SAP3	Mixed-Use	260
Dover Western Heights	HRS1	Heritage Regeneration	N/A
Fort Burgoyne (TC4S092/part GUS002)	SAP5	Mixed-Use	N/A
Dover Mid Town (DOV018)	SAP6	Mixed-Use	100
Bench Street Dover (part DOV017)	SAP7	Mixed-Use	100
Land adjacent to the Gas Holder , Coombe Valley Road (DOV022B)	SAP8	Housing	80
Land at Barwick Road Industrial Estate (DOV022E)	SAP9	Housing	150
Buckland Paper Mill, Crabble Hill Dover (DOV023)	SAP10	Housing	135
Westmount College, Folkestone Road , Dover (DOV026)	SAP11	Housing	60
Car Park rear of Charlton Shopping Centre, Crafford Street, Dover (DOV028)	SAP12	Housing	100
Land at Dundedin Drive (south), Dover (DOV006)	SAP13	Housing	8
Land adjoining 455 Folkestone Road, Dover (DOV008)	SAP13	Housing	5
Albany Place Car Park, Dover (DOV019)	SAP13	Housing	20
Land to the north of Coombe Valley Rd, Dover (DOV022C)	SAP13	Housing	20
Land at Durham Hill, Dover (DOV030)	SAP13	Housing	10
Military Road, Dover (TC4S026)	SAP13	Housing	9
Roosevelt Road, Dover (TC4S027)	SAP13	Housing	10
Peverell Road, Dover (TC4S028)	SAP13	Housing	6
Colton Crescent, Dover (TC4S030)	SAP13	Housing	10

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
A20 Sites (including Megger, Archcliffe Fort) (ELR17)	E2	Employment	N/A
Port Zone, Whitfield (ELR20)	E2	Employment	N/A
Barwick Road Industrial Estate, Coombe Valley Road (ELR8)	E2	Employment	N/A

SAP1 - Whitfield Urban Expansion

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 current planning framework to guide the delivery of the site. The Council is currently working with the main landowners, developers and other stakeholders to update the masterplan and phasing and delivery strategy to account for changing circumstances since the original SPD was adopted. The updated masterplan and phasing and delivery strategy shall incorporate the proposed extension to the site and those parts of the site allocated under the Core Strategy 2010 that do not have planning consent. It shall be brought forward through a master planning process to support an outline application for the remaining land not subject to planning consent.

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 and WHI005) 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, and at detailed design stage, when planning applications are submitted.

4.57 To date 1,483 homes have been granted consent at Whitfield of which there have been 478 completions. There remains 1,005 homes extant as at 31 March 2023, with 678 units of these having detailed reserved matters consent. In addition to the extant permission, it is estimated that a minimum of a further 2,200 homes can be delivered at Whitfield over the plan period, with the remainder of the development being delivered outside the plan period.

4.58 The Phase 1 and Phase 1a outline permissions also included the granting of permission of community facilities and new open space. Within Phase 1 this included a new primary school, which has now opened, and a local shop which has been granted reserved matters consent. Within Phase 1a, where the current SPD identifies the location for a local centre, outline permission has been granted for a learning and community campus, to include a further primary school and other community facilities, as well as a health centre.

4.59 The undeveloped part of the site comprises mainly agricultural land for arable farming, as well as country lanes and other rights of way, and a small number of residential properties, of which one, Temple Farmhouse, is a listed building. The inclusion of some residential properties within the site boundaries does not imply any intention for their redevelopment.

4.60 The western boundary of the site is now adjacent to areas of ancient woodland – Captain's Wood, Singledge Wood and Waddling Wood. This boundary also wraps around, but does not include a small cluster of properties at Singledge Farm, of which two are listed buildings. The northern corner of the site is also near residential properties of Eastling Down Cottages, Eastling Wood Ancient Woodland, which is dissected by the A256, and the entrance to Waldershare Park which is designated as an Historic Park and Garden. The north-eastern boundary of the site is close to the hamlet of Church Whitfield, which contains a listed building. The inner boundary of the site abuts residential properties on the existing outer edge of Whitfield village. There is a need to ensure that existing residential properties and the setting of listed buildings are not harmed.

4.61 The site contains, and is set within, an undulating landscape associated with the northern slopes of the Kent Downs. The masterplan and development of the site should be informed by a landscape and visual impact assessment which should identify those areas which should remain undeveloped in order to minimise the possibility of the development causing visual intrusion into the wider landscape, provide suitable buffer zones to the countryside beyond and ensure the development takes into account the natural topography of the land. There are also several PROW and the North Downs Way National Trail routes around and within the site.

4.62 The site is not of special biodiversity interest and it functions mainly as a corridor for wildlife via hedgerows and tree lines. The development provides the opportunity to increase biodiversity through strengthening of the corridors and connecting them more effectively to the wider network of green infrastructure, including the Dover and Folkestone Cliffs and Downs Biodiversity Opportunity Area (BOA) which lies to the south-west of the site beyond the A2.

4.63 Also to the south-west of the site, beyond the A2, lies the Lydden and Temple Ewell Special Area of Conservation (SAC). Mitigation is required in the form of Suitable Alternative Natural Greenspace (SANGS) within the Whitfield Urban Expansion area to mitigate a potentially significant adverse effect on the SAC in terms of recreational pressures. Visitor surveys were carried out in 2021 to inform a Zone of Influence (ZOI) and the level of mitigation required. The ZOI are provided on the Policies Map. The inner ZOI which contains 75% of all visitors will contain SANG at a size of 3.6ha/1000 people. The 75-90% ZOI will provide 0.72ha/1000 people. No formal provision is required outside of the 90% ZOI.

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 updated master planning process. 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 main spine road must be designed as a local distributor road having regard to 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.

4.65 Transport modelling and assessment work is required to determine the precise trigger points for the delivery of the two further main accesses, the design and routing of the spine road and other internal roads to inform the masterplan and phasing of the site. It is envisaged that further development is capable of being accommodated from the existing new A256 access and Richmond Way. The second access from the A256 is likely to be required in the middle stages of the plan period, with the new access of the A2 in the latter stages of the plan period.

4.66 In addition to the site-specific transport infrastructure required, the development phasing will also need to be informed by the delivery of upgrades to Whitfield roundabout and Duke of York roundabout, as set out in Strategic Policy 12.

4.67 The development will need to be supported by additional community facilities including education, health and sports facilities. As stated above, some facilities have already been secured through the permissions for Phases 1 and 1a, and the revised masterplan/SPD will need to take account of, and work to complement the proposals which have already been granted planning permission. The Infrastructure Delivery Plan sets out the requirements as known at the time of writing. The developers/landowners should continue to liaise with the relevant service providers to ensure that sufficient provision is made for on-site facilities, or financial contributions towards off-site facilities. Provision will be secured through S106 agreement.

4.68 In terms of education provision, land for a further 6FE of primary school provision must be safeguarded, to also include early years provision. It is expected that secondary school and Special Educational Needs (SEN) provision will both be provided off-site, with financial contributions expected towards these.

4.69 With regards to other forms of infrastructure, the development will need to be supported by improvements to water supply, foul drainage, electricity, and gas systems. The developer will need to work with the infrastructure providers to ensure these upgrades are provided to enable the development to come forward.

4.70 In terms of wastewater, upgraded infrastructure has been provided to accommodate the first 1800 dwellings on the site. However, there is a need to develop a solution for the delivery of the remainder of the site. Southern Water has commenced an options appraisal for providing the necessary infrastructure and the landowner/developer should continue to work with the Southern Water to identify the solution and ensure the development is phased appropriately.

4.71 To ensure that there will be no negative impacts upon the surrounding communities, water quality or flood risk as a result of the development, the provision of wastewater infrastructure will be controlled through appropriate trigger point(s) relating to the occupation of development, to reflect the required timing of the wastewater infrastructure, and secured through the Section 106 agreement.

4.72 The policy for the Whitfield Urban Expansion is supported by the Infrastructure Delivery Plan and Schedule, which is intended to give adequate certainty to guide development of this scale. However, given it is to be built out over several decades with some development beyond the plan period, it is not possible to identify all the requirements or resolve every element of the scheme at the current time. Some elements of infrastructure provision will be influenced by new technologies, or wider changes in society that cannot be predicted with certainty looking several decades ahead. For example, the level of modal shift that will result from the delivery of the Dover Fastrack is difficult to predict and this will have a knock-on effect on the timing and delivery of road infrastructure.

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 planning applications for each phase of the development.

4.74 The currently adopted SPD required phasing of the site to follow an east-to-west direction around the existing settlement of Whitfield. Whilst this phasing of development is most likely due to the delivery of the main pieces of highways infrastructure, the updated phasing and delivery strategy does not need to strictly follow this pattern, if it can be demonstrated that each phase can be delivered with the necessary infrastructure and would not prejudice the delivery of the development as a whole.

4.75 The phasing and development of the site has the potential to be impacted by proposals for improvements to the A2 being brought forward by National Highways through the Road Infrastructure Strategy, known as the Dover A2 Access project. Once available, the details of the Dover A2 Access project must be taken into account, in order to ensure that the project can be delivered alongside the Urban Expansion.

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 place making and design. Given the long-term delivery of the proposal, the updated masterplan and subsequent planning applications for each phase of development 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.

4.77 The development will be expected to create character areas with a real sense of place, with distinctive neighbourhoods with different characters and densities of development.

4.78 Development of the site must create an expanded settlement at Whitfield that is complementary to Dover town centre rather than one in competition. One of the reasons for seeking population growth at Dover is to help support an improved range of facilities at the town centre. It is therefore of great importance that the expansion of Whitfield is only supported by social infrastructure, shopping and leisure facilities that are necessary for the local community and not to serve the wider needs of Dover. In addition, residents at Whitfield must be able to access the town centre easily, especially by public transport, and the provision of Dover Fastrack will enable to this happen.

4.79 Each planning application (outline or full) will need to demonstrate how it is compliant with the agreed masterplan, and deviations from that will need to be justified and supported by evidence that it does not prejudice the implementation of the site as a whole. It is expected that planning applications for the start of Phase 2 of the development (as set out in the existing SPD) will be determined in advance of the updated masterplan being agreed. The proposals for this part of the site will need to be informed by the existing SPD.

SAP1 - Whitfield Urban Expansion

Land to the west, north and east of Whitfield is allocated for the creation of a new neighbourhood comprising in the region of 6,350 homes supported by transport, education, primary, health and social care, utility services and green infrastructure together with retail, leisure and employment uses.

A revised masterplan will be required, incorporating the proposed extension to the site, to guide the future delivery of the Whitfield Urban Expansion (WUE). 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 and incorporating garden village principles. This should be prepared

by the main landowner and/or developers, 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:

- a A wide mix of housing types, sizes and tenures, including affordable housing; housing for older people, with and without care provision and serviced plots of land to contribute towards meeting evidenced demand for self-build and custom housebuilding;
- b Distinctive character areas and neighbourhoods supported by local community infrastructure and services, including small-scale local shopping facilities and local employment provided within new local and neighbourhood centres;
- c Design codes shall be developed as part of or to supplement the masterplan for the site in accordance with Policy PM1;
- d A landscape-led approach to the layout and form of development, informed by a landscape and visual impact assessment taking into account the existing topography of the site and landscape features to minimise the impact upon and provide suitable transition to the wider countryside;
- e Existing hedgerows and tree lines are, wherever possible, retained and enhanced to form the basis of a green infrastructure network that connects with the wider network and incorporates open spaces for recreational and other purposes;
- f Protection and enhancement of the areas of ancient woodland near the site. This should include at least a 30-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;
- g Consider how the proposed development and the associated / adjacent trees will co-exist and interact in the present and the future through appropriate Arboricultural Impact Assessment / Tree Surveys which should demonstrate how factors such as root protection have been given consideration through the design process and that there will be no significant adverse impacts for important trees;
- h Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- i Open Space and sport and facilities to meet of the needs of the development, in accordance with the standards set out in Policies PM3, and PM4. On-site provision will be expected to meet most of the needs, including for sports provision, alongside contributions to off-site facilities in the Whitfield area, taking into account the outcomes of the most recent Open Space Assessments, Indoor Sports Facilities Strategy and the Playing Pitches Strategy. The needs for a burial ground/cemetery which forms part of the Open Space should also be assessed;
- j 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 routes for walkers and cyclists; improve connections between and enhancements to existing habitats; provide safe routes for wildlife, protecting and enhancing wildlife assets;
- k 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, 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;

- l The necessary utilities, including wastewater, water supply, electricity and gas network. The developer/landowner should consult the relevant water authority to ensure that there will be sufficient capacity in the wastewater system to accommodate the development and any upgrades are carried out where necessary. The phasing and occupation of development should align with the delivery of sewerage infrastructure, in liaison with the service provider. The site layout should be planned to ensure future access to existing water and wastewater infrastructure for maintenance and upsizing purposes;
- m The necessary community and social infrastructure including new schools and community facilities, as set out in the Infrastructure Delivery Plan and informed by liaison with the relevant service providers, in accordance with Policies SP11 and PM6;
- n A site-specific Flood Risk Assessment and Surface Water Management Strategy is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development in accordance with Policies CC5 and CC6;
- o A strategy for seeking to achieve net-zero-carbon living over the lifetime of the development, taking into account policies SP1, CC1 and CC2;
- p Mitigation will be required to address the air quality issues identified in the Air Quality Study (2021), which should be informed by a site-specific air quality assessment;
- q Suitable new access arrangements shall be provided from the A256 and A2. The spine road should be provided linking the existing and proposed A256 junctions through the development with the new junction with the A2. The spine road should adhere to Kent Design or any subsequent guidance for a Local Distributor Road, with minimum 7.3 metre wide carriageway allowing for maintenance without the need for road closures which will impact on Fastrack services;
- r Each phase shall provide adoptable highways and services up to its boundaries to enable subsequent phases to be delivered;
- s The following shall be implemented in relation to the existing accesses:
 - i There shall be no direct vehicle access from the development to Archers Court Road (other than for buses).
 - ii Traffic-calming measures and a speed limit review on Sandwich Road.
 - iii Consideration of the need to stop up the existing Sandwich Road/A256 junction.
 - iv Consideration of the need to stop up the existing Church Whitfield Road and Singledge Lane.
- t The following will be required in relation to wider strategic and local highway mitigation measures, to be informed by a Transport Assessment in accordance with Policy TI2:
 - i Financial contributions towards upgrades to Whitfield Roundabout and Duke of York Roundabout in accordance with SP12.
 - ii Consideration of the impact of the proposal on the local road network, including Alkham Road/ A256 (London Road), Whitfield Hill/A256 (London Road) and A256/A258 Deal Rd junctions.
 - iii The need for a park and ride facility to serve Dover Fastrack.
- u On and off-site sustainable transport measures including new and improved pedestrian links and cycle paths and public transport provision, as set out in Policy TI1, to include financial contributions to increase the frequency of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack;

- v The Travel Plan for the site should include targets and measures to achieve a modal shift from private car to sustainable travel modes of between 10 and 20%; and should include community engagement with new residents for the Fastrack service, with service updates, opportunities for feedback and incentives for use;
- w Cycling infrastructure should comply with LTN 1/20: Cycle infrastructure design or any subsequent guidance, which includes promotion of segregated cycle lanes and priority at side junctions;
- x Improvements to the public right of way network to increase connectivity in the area;
- y The integrity and setting of the North Downs Way National Trail are preserved and enhanced by retaining the existing hedgerow, and strengthened by additional planting where possible. In addition, continuous access to the North Downs Way National Trail (which is being realigned during 2022) must be retained throughout the construction of the development where possible. New access points to the National Trail route must be provided and consideration given to the connections to the wider movement network for pedestrians and cyclists, including the Fastrack route; and
- z Protection and enhancement of heritage assets and their settings through appropriate mitigation measures, informed by a Heritage Statement, to include appropriate archaeological investigations, in accordance with Policies HE1 and HE3, the results of which should inform the layout and design of the development.

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 agreed masterplan, and phasing and delivery strategy, and will not prejudice the implementation of the site as a whole.

SAP2 - White Cliffs Business Park

4.80 White Cliffs Business Park (WCBP) is located to the north of Dover Town, immediately to the south of the A2 and the proposed Whitfield Urban Expansion. It is accessed from the A2 via the dumbbell roundabout (A2/A256 interchange) and the Whitfield roundabout. A spine road, Honeywood Parkway runs through the WCBP and connects these two access points. The majority of the site has been identified as an employment allocation in previous local plans, and is partially developed. The undeveloped land is being used for agriculture.

4.81 Phase 1 of WCBP is now largely complete. An undeveloped strip at the entrance to Phase 1 has been reserved for the dualling of Honeywood Parkway. This strip has been landscaped, and designated as open space to reflect its amenity value. If proposals for dualling are forthcoming then this would take precedence over the open space designation. Phase 2 is partially developed and the whole of Phase 3 is undeveloped at the time of writing.

4.82 Development that has taken place in Phases 1 and 2 is a mixture of traditional employment uses, offices, light industrial, general industrial and distribution, and trade counter uses. More recent developments have been for retail warehousing, drive-through take-aways and most recently the new Dover Leisure Centre.

4.83 Parts of Phase 2 have planning permission for light industrial and haulage uses. One site is under construction, nearing completion, while two other sites with separate permissions have not commenced. There remains a portion of Phase 2 (circa 4.25ha) for which no proposals have yet been brought forward to planning stage. This has an indicative capacity for 12,000 sq.m employment floorspace.

4.84 The new Dover Fastrack route runs between the B&Q roundabout and Dover Road to the east, along the boundaries of Phases 2 and 3 and Phases 3 and 4. The new road has been designed to provide access to the employment land adjoining it.

4.85 The location of the site and committed provision of Dover Fastrack means the development has the opportunity to deliver significant modal shift, by encouraging and requiring the use of sustainable transport measures. The target modal shift should be a minimum of between 10 and 20%, but potentially this will need to be increased to ensure that wider impacts upon the highway network are acceptable.

4.86 Phase 3 is located to the north and east of the Dover Fastrack route (circa 26.5 hectares). There is some uncertainty regarding the availability for general employment uses of Phase 3. At the time of writing the site is owned by the Department for Transport (DfT) whose intentions for the site are likely to include some form of employment generating use. Notwithstanding the DfT's intention for the site, it is estimated the land could provide in the region of 80,000 sq.m of employment floorspace, dependant upon the type of employment use that comes forward.

4.87 In order to ensure there is sufficient employment land available to meet the needs of the District, an additional area of land (Phase 4) is identified within this Plan for employment purposes. Phase 4 can be accessed from an existing road that runs in front of the Dover Leisure Centre, through part of Phase 2 and from the new Dover Fastrack road. The western corner of the site also has the potential to provide additional sporting facilities in connection with Dover Leisure Centre. Phase 4 is estimated to be able to provide in the region of 40,000 sq.m of employment floorspace, dependant upon the type of employment use that comes forward.

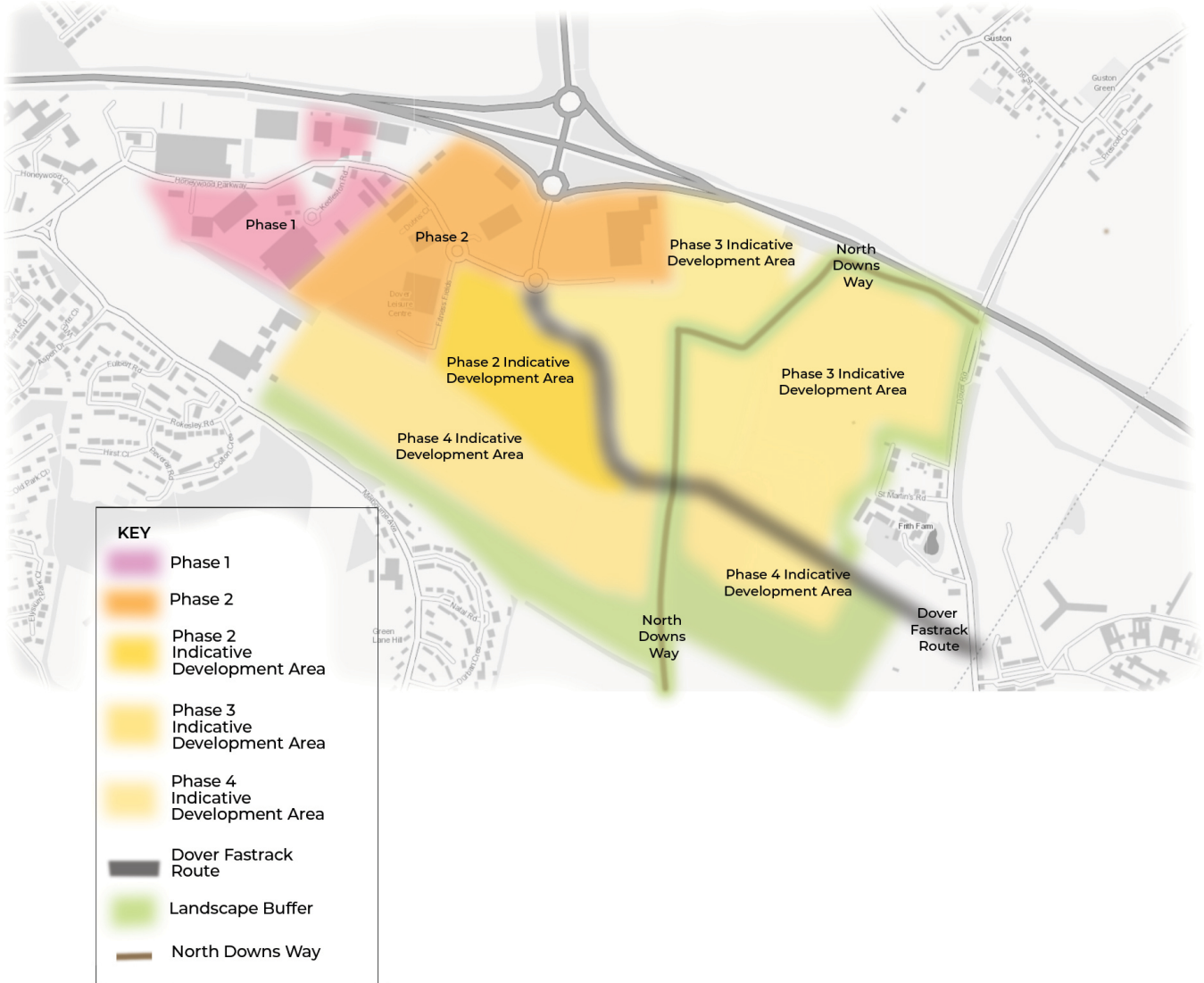
4.88 WCBP sits on a ridge of land enclosing Dover town within the valley of the Dour. The site lies within the North Downs National Character Area, and is identified as part of Landscape Character Area G2 Guston Hills, a Chalk Hills landscape character site. Phase 2 of the WCBP is open to views from the north and west and can be seen in places from the A2 and A256 Interchange. Phase 3 of the WCBP is also open to views, especially from the west and from the A2. Phase 3 also backs onto the residential properties which front onto Dover Road. Phase 4 sits on the crest of steeper slopes to the south-east, falling to the south towards Buckland. The site is open to views mainly from the south and west, and due to the topography of Dover the site is visible from long distance views from the western side of the Dover valley. Parts of the site are also visible from the ramparts of Dover Castle. The site as a whole has gently rolling topography which provides localised enclosure.

4.89 The North Downs Way National Trail/White Cliffs Country Trail runs along the eastern boundary of Phase 4, and dissects Phase 3 leading up to and running along the A2. This Roman Road is partly a sunken lane which is enclosed by vegetation. Bridleway EB12 runs along the southern boundary of Phase 4. Residential properties on Melbourne Avenue and Durban Crescent lie to the south of EB12, along with the Whitfield and Buckland Down Local Wildlife Site. Dover Christ Church Academy Secondary School is located beyond the western boundary of Phase 4.

4.90 Phases 2 and 3 lie within a Ground Water Source Protection Zone 3 and Phase 4 lies within Ground Water Source Protection Zones 2 and 3.

4.91 Figure 4.2 below sets out the phasing and indicative development strategy for the White Cliffs Business Park in line with Policy SAP2 below. The Plan shows the indicative development areas with buffer zones. The precise extent of the development area and buffer zones should be informed by landscape and visual impact assessments, and noise assessments, as set out in Policy SAP2.

Figure 4.2 White Cliffs Business Park Indicative Development Strategy (Policy SAP2)



SAP2 - White Cliffs Business Park (Phases 2, 3, and 4), Whitfield

The site is allocated, with an indicative capacity of 132,000 sq.m, for a mix of employment uses including office (E(g)i), research and development (E(g)ii), light industrial (E(g)iii), general industrial (B2) and distribution uses (B8), along with other employment generating uses which do not form part of the use classes order. Ancillary retail/trade counter uses may also be considered suitable.

Proposals for the site must comply with the following criteria:

- a A landscape and visual impact assessment, to include modelling of building heights, must be carried out to inform:
 - i The design, form, height, mass, materials and colour palette which must be sensitive to the site's location on the ridge of the valley, the setting of the Kent Downs AONB and longer views of the site.
 - ii The layout and position of buildings must avoid the appearance of a continuous line of buildings on the ridgeline.
 - iii The provision of structural landscaping throughout the site and to its boundaries, and the retention and enhancement of existing vegetation within the site.
- b In addition to structural and buffer landscaping, there shall be a minimum of 20% on-plot landscaping;
- c The integrity and setting of the North Downs Way are preserved and enhanced by retaining the existing hedgerow, strengthening by additional planting and landscape buffer either side of the North Downs Way, and setting back development at least 10 metres from the new planting;
- d Byway ER55A is retained and enhanced, and pedestrian and cycle connections must be provided to connect EB12 through the site with the business park, leisure centre and surrounding area;
- e In accordance with Policy TI1, proposals maximise the use of public transport and ensure development fronts the main spine road, and secondary routes, and includes clear and safe pedestrian routes for public transport stops;
- f The Travel Plans for the site should include targets and measures to achieve a modal shift from private car to sustainable travel modes of between 10 and 20%;
- g The following will be required in relation to wider strategic and local highway mitigation measures, to be informed by Transport Assessments in accordance with Policy TI2:
 - i Financial contributions towards upgrades to Whitfield Roundabout and Duke of York Roundabout in accordance with SP12;
 - ii Consideration of the impact of the proposal on the local road network, including Alkham Road/ A256 (London Road), Whitfield Hill/A256 (London Road), A2/A256/Honeywood Parkway Dumbbell roundabout and A256/A258 Deal Rd junctions;
- h An archaeological assessment for the site must be carried out in accordance with Policy HE3 Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any archaeological assets identified through the assessment;
- i Where appropriate conditions will be placed on permissions to restrict the use within Class E to the specific use that has been applied for;
- j Proposals support and do not prejudice the delivery of the Dover Fastrack and provide 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, as set out in Policy SP12;

- k Traffic management measures are provided that restrict access to Dover Road to public transport, pedestrian, cyclists and emergency access only;

Additionally in the case of Phase 2:

- l The existing tree line on the southern boundary shall be maintained and enhanced, except where there is a need to provide access to Phase 4. Trees which need to be removed to enable access to be provided, shall be kept to the minimum needed to provide necessary visibility, and will be required to be replaced on-site. Built development shall be set back from the enhanced tree line to ensure no impact upon the trees' root protection areas;
- m Vehicular access and servicing must extend up to the boundary with Phases 3 and 4;

Additionally in the case of Phase 3:

- n A landscaped buffer zone, of at least 25 metres wide, is provided along the eastern boundary with Dover Road and the residential area;
- o Development adjacent to the buffer zone is Use Class E(g)(i, ii, iii) only and does not exceed 8 metres in height;

Additionally in the case of Phase 4:

- p A landscape buffer a minimum of 50m wide should be provided along the southern and eastern boundaries of the site to mitigate the visual impact of the site from local and longer distance views. The buffer should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife sites;
- q A noise assessment must be carried out to inform the extent of the buffer zone to residential properties in the surrounding area, and any other mitigation necessary;
- r No vehicular access should be provided from or across bridleway ER60;
- s Development to the eastern side of the bridleway must not exceed 8 metres in height; and
- t The western part of Phase 4 will be considered suitable for additional sports facilities should the need arise for them.

SAP3 - Dover Waterfront

4.92 Dover Waterfront is centred on Wellington Dock in Dover's Western Docks and is one of the four regeneration sites in this Plan (Policy SP6). The Docks are owned by Dover Harbour Board and are currently subject to a multi-million-pound regeneration project (Dover Western Docks Revival Project) to transform the seafront and deliver a new marina, cruise ship terminal, cargo terminal and distribution centre. Work on this project is on-going.

4.93 Dover Waterfront occupies a key location in Dover and covers an area of approximately 11 hectares. The site consists of the De Bradelei Wharf shopping centre, the Camden Crescent car park and public garden, the promenade and beach, and several designated heritage assets including the Fairburn Crane, a scheduled monument, the grade II listed Wellington Dock, and 19th Century terraces which are listed and within the Dover Waterloo Crescent Conservation Area. The majority of the site is owned by Dover Harbour Board, apart from the Camden Crescent car park area, which is in the Council's ownership.

4.94 The site is separated from the Town Centre by the A20, which acts as a major barrier to movement between these two areas. A key element of the strategy for Dover Town is therefore to improve the connectivity of the town centre with the seafront and this will be facilitated through a variety of projects, including the development of Dover Waterfront.

4.95 The site's location offers a unique opportunity to create a mixed-use, waterfront development at Dover, of sufficient scale, quality and substance to become a major attraction and modern day symbol for Dover. This will help to generate jobs and capture visitor expenditure, thereby increasing the centre's overall market share. Creating a complementary offer between the town centre and Waterfront area will further enhance visitation, footfall and linkages between the two locations, subject to the provision of attractive, convenient and safe pedestrian routes. It also provides the Council with a focus to help reposition and proactively promote the town centre and direct the flow of visitors from Kent and especially the Port area.

4.96 The site is located within Flood Zone 2 and 3 and the River Dour flows into the sea at the Wellington Dock via the Northampton Key outflow. The site is also adjacent to an Air Quality Management Area (A20) and as such development here should not contribute to any further deterioration in air quality in this area and should protect and enhance the River Dour in accordance with Policy NE6. A nearby area of the docks contains safeguarded mineral facilities sites. However, the protected sites lie outside of the Dover Waterfront site boundary and within the Dover Harbour Board operational area.

4.97 SuDS should be considered on this site to manage surface water runoff. For major developments, or where there are historic sewer flooding incidents, developers should consult the relevant water authority at an early stage to ensure that there will be sufficient capacity in the wastewater system to accommodate the development and any upgrades are carried out where necessary.

4.98 While part of the site is situated within the Dover Waterloo Crescent Conservation Area, which includes listed buildings and structures, the majority of the site is outside the Conservation Area boundary, but retains features of historic and architectural value. Development proposals should seek to enhance or emphasise the historic character of the area through respecting the scale and massing of the remaining historic buildings and the potential to reintroduce or reinterpret the historic street pattern in those areas where it has been lost. Development will also have potential to impact on the historic built environment outside its boundary including the setting of Dover Castle and Dover Western Heights.

4.99 As evidenced through the discovery of the Bronze Age Boat during the construction of the underpass, this area has significant potential for archaeological remains of national importance. Consequently development poses a potential risk to buried archaeology, particularly as much of the area has never been investigated archaeologically. Where appropriate, however, archaeological investigation will enhance understanding of the development of Dover, including the evolution and subsequent infilling of the Dour Estuary and Roman and Saxon harbours.

4.100 The site is allocated for mixed-use development, residential and commercial uses including retail, restaurants and cafes; assembly and leisure; hotel; offices within Class E g (i). Planning permission has been granted for a hotel, restaurant, bar and mixed-use Class E on the Marina Curve, which has not yet commenced. Conversion of the existing buildings of Cambridge Terrace has taken place to create 25 dwellings. In addition, conversion of part of Protea House has increased the size of the hotel. Taking into account the completions and extant consents there remains capacity for in the region of 260 dwellings and 10,000 sq.m of commercial floorspace through new-built development and conversion of existing buildings.

SAP3 - Dover Waterfront

The site is allocated for mixed-use development, with an indicative capacity of 260 dwellings and 10,000 sq.m of commercial floorspace, subject to the outcome of a masterplanning process. Commercial uses include: retail; restaurants and cafés; assembly and leisure; hotel; offices within Class E g(i); and residential. Development here should have regard to policy SP8 - Dover Town Centre and all future development proposals for the site should include:

- a Ground floor uses that create activity, promote surveillance and maximise the unique seafront setting;
- b High-quality, well-located and attractive public realm that is integrated into the development, supports a variety of activities, and encourages social interaction, to promote health, wellbeing, social and civic inclusion;
- c Improvements to the provision of street furniture, lighting and signage within the site;
- d The provision of public art to create a sense of place and identity;
- e A consideration of the character and context of the area, including important views, to ensure that the design is of high quality, and the scale (height and mass) and density of development proposed is well related to its surroundings;
- 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 and protection of the integrity and setting of the England Coast Path - South East National Trail;
- g A reduction in parking requirements in accordance with Policy TI3 Parking Provision on new Development, due to the highly accessible location of the site;
- h Protection and enhancement of heritage assets and their settings through appropriate mitigation measures, to be informed by a Heritage Statement in accordance with Policy HE1;
- i An archaeological assessment, which should be carried out prior to the submission of any planning application on this site due to the high sensitivity of this location, drawing on the recently completed Urban Archaeological Database for Dover Town Centre;
- j An air quality assessment, which must be carried out in accordance with Policy NE4 and suitable mitigation provided;
- k A noise, vibration and lighting survey. This will be required to identify mitigation that will be required to protect the amenity of future residents from disturbance associated with the A20 trunk road and the Port operations;
- l A detailed Flood Risk Assessment, in accordance with Policy CC5. This should include a comprehensive investigation into surface water flood risk, to inform the following requirements:
 - i The Sequential Approach should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas, and avoiding development within the functional floodplain.
 - ii Floor levels should be raised above the depth of flooding from surface water, including the Environment Agency's recommended additional freeboard requirements where practicable.
 - iii Flood resistance and resilience measures should be considered for inclusion.
- m A Transport Assessment, in accordance with Policy TI2, to identify off-site highway improvements and sustainable transport measures that are necessary to serve the development;

- 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;
- o The occupation of the development should also be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider. The site layout should be planned to ensure future access to existing water and wastewater infrastructure for maintenance and upsizing purposes; and
- p Provide 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 as set out in Policy SP12.

HRS1 - Dover Western Heights Heritage Regeneration Opportunity Site

4.101 The Western Heights fortifications are located along the crest of a prominent, steep chalk ridge, directly to the west of Dover town centre, overlooking the harbour and is one of two heritage regeneration opportunity sites in this Plan (Policy SP6). The fortifications represent one of the largest and most elaborate surviving examples of 19th century fortifications in England and evidence an exceptional record of continuous military occupation over a period of some 170 years, which is unique in scale in the UK. They are designated as a scheduled monument, contain a number of grade II listed structures and the whole site is designated a Conservation Area.

4.102 Furthermore, the broad expanse of green slopes around the monument forms a notable backdrop to the town of Dover itself, making a key contribution to its urban identity and providing large areas of open space. The majority of these slopes are designated as a Local Nature Reserve and a Local Wildlife Site for their unimproved chalk grassland, which is a priority habitat. Protected species are present, or likely to be present, within the site and its structures. The landscape characteristics, ecology and heritage value of the military site are intrinsically connected.

4.103 Since World War II, following the departure of the military, the fortifications have fallen into disrepair, decline and invasion by scrub and woodland. Demolition and vandalism have added to the general neglect. The scheduled monument is currently on the Historic England Heritage At Risk Register. The site is currently in multiple ownerships.

4.104 A Masterplan for Dover Western Heights was prepared by representatives of Dover District Council, Kent County Council, Medway Council, Historic England and the At Fort Partnership in 2015 and is an adopted Supplementary Planning Document. At that time, the masterplan aimed to provide a strategic framework for action in order to secure a sustainable future for this unique site through the unlocking of the value of its military heritage and its unique setting and by widening its appeal as a strategic location for inward investment, enhancing the Western Heights as a destination of national and international significance which complements Dover's other heritage attractions. Since that time limited action has taken place, and land ownership has changed.

4.105 Whilst the SPD and its supporting evidence base is still relevant, there are significant challenges and complexities in bringing forward proposals at Western Heights, and it is acknowledged that there will almost certainly involve a degree of harmful change that would need to be outweighed by the benefits any proposals can provide for the heritage assets. It is not currently proposed to update the SPD, however any proposals which come forward will need to demonstrate that the conservation of the heritage assets is a primary objective and where any potential harm is unavoidable, that it is outweighed by the public benefits

including those to the heritage assets, as required by the NPPF and Policy HE1. It is recognised that the cost of restoring the heritage assets on-site is significant, and development including housing is likely to be required.

4.106 Consideration will also need to be given to the scale of proposals in relation to their impact upon the highway network, and a transport assessment and Travel Plan will be required in accordance with Policy TI2.

HRS1 - Dover Western Heights Heritage Regeneration Opportunity Site

Development which conserves and where possible enhances the significance of the Dover Western Heights heritage asset by providing viable uses which contribute to delivering a sustainable future for the site including its landscape and biodiversity, will be supported. In particular developments should:

- a Take account of the heritage significance, settings, views, biodiversity, character and coherence of the components and elements of this complex, including the intervisibility between different elements of the fortifications within the site and key features in the surrounding landscape;
- 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 and opportunities to enhance the significance of the heritage asset;
- c Optimise the opportunities presented by this site to enhance the economic wellbeing of the town;
- d Promote and enable the constructive conservation of the built heritage of the site including those elements which are on the Heritage at Risk Register;
- e Respect the overall historical coherence of this heritage asset and provide support for heritage restoration which delivers exemplary standards of conservation, design and sustainable construction;
- f Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- g Enhance awareness and accessibility and understanding of this asset for residents and visitors;
- h Improve pedestrian and cycling 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. 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 to the integrity and setting of the England Coast Path - South East National Trail; and
- i Be informed by the Dover Western Heights Masterplan SPD 2015.

SAP5 - Fort Burgoyne, Dover

4.107 Fort Burgoyne is a scheduled monument built in the 1860s to protect Dover Castle. The site is adjacent to the Connaught Barracks Site, which was deemed surplus to military requirements and is now in the process of being redeveloped for housing.

4.108 The site is approximately 10 hectares in size and incorporates an area of designated open space to the south-east, which forms part of the neighbouring recreation ground. To the north-west of the site lies the Long Hill and Coombe Hole Local Wildlife Site. To the south-east of the site lies the Kent Downs AONB. The open nature of the surrounding area has an important function in the significance and setting of Fort Burgoyne.

4.109 Fort Burgoyne has the potential to deliver desirable heritage benefits within proposals for its re-use, provided that they are compatible with its status as a scheduled monument. The Council acknowledges the inherent challenges to accommodating new uses within the scheduled structures, but the site offers the potential for mixed uses, which could include education, employment, leisure and cultural activities. The main fort building has the potential to deliver approximately 3,500 sq.m of floorspace through its re-use. Development proposals will need to include a long-term sustainable vision for investment in the re-use of the fort, supporting local business growth.

4.110 The site is located within a Ground Water Source Protection Zone 3 and land potentially affected by contamination is within the site. These issues need to be addressed within any proposal.

SAP5 - Fort Burgoyne, Dover

Viable uses which conserve or enhance the significance of the Fort Burgoyne heritage asset, and which contribute to delivering a sustainable future for the site including its landscape and biodiversity, will be supported. The site is allocated for mixed-use development, including education, employment, leisure and cultural uses, with an indicative capacity of 3,500 sq.m.

In particular developments should:

- a Provide a Heritage Statement in accordance with Policy HE1, to include appropriate archaeological investigations as set out in Policy HE3, the results of which should inform how the proposals for the re-use of the existing structures and proposed design and layout of any new development will make a positive contribution to its historic character and distinctiveness;
- b Respect the overall historical coherence of this heritage asset and provide support for the delivery of exemplary standards of conservation, design and sustainable construction;
- c Promote and enable the constructive conservation of the site, including those elements which are on the Heritage at Risk register;
- d Enhance interpretation, awareness and accessibility of this asset for residents and visitors;
- e Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- f A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5. This should inform the Sequential Approach which should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas;
- g Where relevant and achievable provide SuDS in accordance with Policy CC6;

- h 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 will be supported. Proposals affecting the recreation ground shall comply with Policy PM5;
- i 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;
- j 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
- k Provide 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 as set out in Policy SP12.

SAP6 - Dover Mid Town (DOV018)

4.111 The Mid Town area is the most northerly block of Dover Town Centre located between the High Street, Maison Dieu Road, Park Street and Pencester Road.

4.112 It covers an area of 6 hectares and includes South Kent College, shops fronting onto Biggin Street and Pencester Road and their service areas, the BT Telephone Exchange, EDF Depot, Riverside Centre, Citizens Advice Bureau, Bowling Green and car parks.

4.113 To the north-west of the site lies the Maison Dieu and Dover Town Hall, which is a scheduled monument and grade I listed building, and one of the oldest and most prominent buildings in the town centre. The building is owned by Dover District Council and used as Dover Town Hall. Parts of the site are also within the Dover College and Dover Town Centre Conservation Areas and within the setting of the Dover Dour Street and Dover Castle Conservation Areas. To the north and north-east of the site lie residential properties, Dover Police Station and an NHS Health Centre. The area to the east of the site is predominantly residential and the area to the west/south-west of the site comprises main town centre uses. To the south of the site lies the town's bus interchange on Pencester Road, and Pencester Gardens (the main area of open space in the town centre) which also includes a skate park and play area, and residential properties.

4.114 The site is defined in a broad way to enable a comprehensive view of its future to be taken. This does not imply that all buildings within it are proposed for redevelopment.

4.115 The BT buildings are largely redundant, and the surface car parks are not an efficient use of town centre space. The College is of poor configuration for modern teaching purposes, which has led the College authorities to consider providing replacement/upgraded facilities on the site. The architectural quality of modern buildings in the area is generally low and contrasts poorly with other buildings such as the Dover Town Hall.

4.116 The River Dour runs through the Mid Town area and the site is located in Flood Zone 2 and 3. Flood modelling has been undertaken by the Council to look at potential mitigation measures for the site, however further more detailed modelling is required. The site-specific Flood Risk Assessment (FRA) and potential flood mitigation options to enable development to avoid the functional flood plain must be the starting point for the consideration of the location and layout of development on the site. In order to pass the Exceptions Test it will need to be demonstrated how re-modelling of the flood plain can be achieved, through for example changes to the river bank, raising of land and provision of compensation land, to divert Flood Zone 3b away from proposed development. The FRA must be developed in consultation with the Environment Agency.

Opportunities also exist to improve the environment around the river as part of the flood mitigation scheme for the site, in line with Policy NE5. Where possible, SuDS should also be considered as an integral part of the flood risk mitigation on this site to manage surface water runoff.

4.117 The site is also adjacent to an Air Quality Management Area (High Street/Ladywell) and as such development here should not contribute to any further deterioration in air quality in this area.

4.118 Overall, the site is an important but poorly designed and under-utilised part of the town centre, which offers the potential to re-shape, expand and revitalize it into a more compact and less linear form which opens up and makes positive use of the river.

SAP6 - Dover Mid Town (DOV018)

The Dover Mid Town site is identified as a development opportunity area in Strategic Policy 8 – Dover Town Centre. The site is allocated for mixed-use development including an estimated 100 new homes, commercial, business and service uses (class E), main town centre uses and community uses.

The Council will also support the expansion of further and higher education facilities at the Kent College campus, located on the site.

Where development is proposed within Flood Zone 3b, the starting point is that development should be restricted to those development types that fall within the category of Essential Infrastructure. If other categories of development are proposed, a site-specific Flood Risk Assessment will be required to demonstrate, through detailed modelling, that FZ3b can be avoided whilst still opening up land on the site suitable for other categories of development. The FRA shall inform the sequential approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas, thereby avoiding development within the functional floodplain, Flood Zone 3b. The FRA will need to demonstrate that development can be made safe, without increasing flood risk elsewhere, taking account of all forms of flooding. In addition:

- i Floor levels should be raised above the design flood level (with an appropriate allowance for climate change), including the Environment Agency's recommended additional freeboard requirements where practicable;
- ii Flood resistance and resilience measures must be included. Suitable mitigation (i.e. compensatory flood storage) should be provided where development would displace surface water to ensure no increase in risk of flooding to the surrounding area;
- iii The Sequential Approach should also be applied to the internal layout of buildings, in particular where floor levels cannot be raised;

In addition to satisfying the above and criteria set out in Strategic Policy 8 - Dover Town Centre, all future development proposals for this site should include:

- a Ground floor uses that create activity and promote surveillance to take full advantage of the riverside setting;
- b Improvements to the setting, role, biodiversity, accessibility and amenity value of the River Dour corridor that runs through the site in accordance with Policy NE6;
- c High-quality, well located and attractive public realm that is integrated into the development, supports a variety of activities, and encourages social interaction, to promote health, wellbeing, social and civic inclusion;
- d Improvements to the provision of street furniture, lighting and signage within the site;

- e The provision of public art to create a sense of place and identity in both new and existing communities;
- f A consideration of the character and context of the area, including important views, to ensure that the design, scale (height and mass) and density of development proposed is well related to its surroundings;
- 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;
- h Due to the highly accessible location of the site a reduction in parking requirements may be supported in accordance with Policy TI3;
- i Protection and enhancement of heritage assets and their settings through appropriate mitigation measures, to be informed by a Heritage Statement in accordance with Policy HE1;
- j An Archaeological Assessment must be carried out prior to the submission of any planning application on this site due to the high sensitivity of this location. The assessment should be carried out in accordance with policy HE3 and the detailed advice within the Dover Town Archaeological SPD;
- k An air quality assessment must be carried out in accordance with Policy NE4 and suitable mitigation provided;
- l The occupation of the development should be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider. The site layout should be planned to ensure future access to existing water and wastewater infrastructure for maintenance and upsizing purposes;
- m 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 as set out in Policy SP12; and
- 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.

SAP7 - Bench Street Dover (DOV017)

4.119 The site is located at the southern entrance to Dover Town Centre and encompasses two parcels of land that are situated to the east and west of Bench Street.

4.120 The site (as a whole) is bounded by Queen Street and Fishmongers Lane to the north, Mill Lane to the east, the A20 Townwall Street to the south and the A256 York Street to the west. The pedestrian underpass that connects the town centre with the sea front commences/terminates on Bench Street and divides the two parcels of land, with access to the underpass also from Townwall Street (A20).

4.121 The site falls within the boundary of Dover Town Centre and given its prominent location, forms an important gateway to the Town Centre and its primary shopping area. The site is also well placed in the wider context of the Town, with connections to Dover Waterfront to the south and St James retail development to the east.

4.122 The site is previously developed and comprises a council car park, retail and leisure units (some of which are vacant), an area of open space and a Grade II Medieval Undercroft which is located below number 10 Bench Street.

4.123 The site is defined in a broad way to enable a comprehensive view of its future to be taken. This does not imply however that all buildings within the boundary of the site are proposed for development.

4.124 The area of the site fronting onto the A20 Townwall Street is derelict in appearance and surrounded by hoardings, which detracts from the local environment and creates a negative impression of the Town Centre. The site as a whole is also of low architectural quality and relates poorly to the wider area. The redevelopment of this site therefore offers a significant regeneration opportunity, with the potential to deliver a number of public benefits.

4.125 The River Dour runs adjacent to the site, to the east, and the site is located in Flood Zones 2 and 3, in addition to being at risk from surface water flooding. Given this, a Flood Risk Assessment will be required and SuDS should be considered on this site to manage surface water runoff. Opportunities also exist to improve the environment around the river and to integrate it with the development of the site.

4.126 The site is also within an Air Quality Management Area (A20) and as such development here should not contribute to any further deterioration in air quality in this area.

4.127 The site has historic value, given the presence of a Grade II Medieval Undercroft on the site and significant potential for archaeological remains of national importance, as evidenced through the discovery of the Bronze Age Boat during the construction of the underpass. Consequently, development here poses a potential risk to buried archaeology, particularly as much of the area has never previously been investigated. Where appropriate, however, archaeological investigation will enhance understanding of the development of Dover and the evolution and subsequent infilling of the Dour Estuary and Roman and Saxon harbours. Development here will also have the potential to impact on the historic environment outside its boundary including the setting of the Dover Waterloo Crescent Conservation Area, Dover Castle and Western Heights and this should be considered as part of the heritage statement for the site.

4.128 To inform the housing trajectory and the council's evidence base it has been assumed that this site can deliver approximately 100 houses, however this needs to be tested and evidenced through the masterplanning process.

SAP7 - Bench Street Dover (DOV017)

The Bench Street site is identified as a development opportunity area in Strategic Policy 8 – Dover Town Centre. The site is allocated for a mixed-use development including: residential (indicative capacity of 100 dwellings), commercial, business and service uses (class E), education, main town centre uses and community uses.

In addition to satisfying the criteria set out in Strategic Policy 8 – Dover Town Centre, all future development proposals for the site should include:

- a Ground floor uses that create activity, promote surveillance and maximise the riverside setting along the eastern boundary of the site.
- b Improvements to the setting, role, biodiversity, accessibility and amenity value of the River Dour corridor that runs adjacent to the site in accordance with Policy NE6.
- c High-quality, well-located and attractive public realm that is integrated into the development, supports a variety of activities, and encourages social interaction, to promote health, wellbeing, social and civic inclusion.
- d Improvements to the provision of street furniture, lighting and signage within the site.
- e The provision of public art to create a sense of place and identity.
- f A consideration of the character and context of the area, to ensure that the design is of high quality, and the scale (height and mass) and density of development proposed is well related to its surroundings.

- 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 and protection of the integrity and setting of the England Coast Path - South East National Trail;
- h A reduction in parking requirements in accordance with Policy TI3, due to the highly accessible location of the site.
- i Protection and enhancement of heritage assets and their settings through appropriate mitigation measures, to be informed by a Heritage Statement in accordance with Policy HE1.
- j An archaeological assessment, which should be carried out prior to the submission of any planning application on this site due to the high sensitivity of this location, drawing on the recently completed Urban Archaeological Database for Dover Town Centre.
- k An air quality assessment, which must be carried out in accordance with Policy NE4 and suitable mitigation provided.
- l A noise, vibration and lighting survey. This will be required to identify mitigation that will be required to protect the amenity of future residents from disturbance associated with the A20 trunk road and the Port operations.
- m A detailed Flood Risk Assessment must be carried out in accordance with Policy CC5, including a comprehensive investigation into surface water flood risk, to inform the following requirements:
 - i The Sequential Approach should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas, and avoiding development within the functional floodplain.
 - ii Floor levels should be raised above the depth of flooding from surface water, including the Environment Agency's recommended additional freeboard requirements where practicable.
 - iii Flood resistance and resilience measures should be considered for inclusion.
- n The occupation of the development should also be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider. The site layout should be planned to ensure future access to existing water and wastewater infrastructure for maintenance and upsizing purposes.

SAP8 - Land adjacent to the Gas Holder, Coombe Valley Road, Dover (DOV022B)

4.129 The site is located at the entrance to Coombe Valley in Dover. Part of the site is derelict brownfield land, whilst the western part of the site is occupied by a gas holder, that will need to be de-commissioned as part of the development of the site. The site adjoins terraced housing to the east in Edgar Road, beyond which is a railway line. Opposite the site to the north there is a large commercial site with car parking. Beyond the gas holder is an area of predominantly recent residential development in Rosewood Heights and along Coombe Valley Road.

4.130 To the south is a residential area of mainly semi-detached properties in Prospect Place beyond which there is a large area of open space which is within the Dover & Folkestone Cliffs & Downs BOA, is partly designated as a Nature Reserve and contains allotment gardens.

4.131 The site is roughly rectangular in shape with a wooded area along the southern boundary and south eastern corner. The site is level, with a steep bank to the south. Much of the western boundary is screened by a tree line and there is a small wooded area beyond the site to the south west.

4.132 The site is located in Flood Zone 1 and covers less than 1ha. The site is shown to be partially at risk of flooding from surface water.

SAP8 - Land adjacent to the Gas Holder, Coombe Valley Road, Dover (DOV022B)

The site Land including the Gas Holder, Coombe Valley Road, Dover as shown on the policies map is allocated for an indicative capacity of 80 dwellings. Development proposals for the site must meet the following criteria:

- a A site-specific Flood Risk Assessment is required to address the issue of surface water flooding taking account of the impacts of climate change over the lifetime of the development;
- b Consideration will need 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;
- c 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;
- d Due to the highly accessible location a reduction in parking requirements may be supported in accordance with Policy TI3;
- e A noise survey will be required to identify mitigation that will be required to protect the amenity of future residents;
- 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;
- g Due to the urban location of the site some of the open space required 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;
- h Consideration to be given to pedestrian and cycle connectivity, having particular regard to proposals for development under SAP9 and SAP13 (DOV022c); and
- i 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 as set out in Policy SP12.

SAP9 - Land at Barwick Road Industrial Estate, Dover (DOV022E)

4.133 The site is located in the Coombe Valley urban area of Dover, and is currently a vacant plot within a larger industrial estate. The site is predominately surrounded by industrial and commercial uses to the west and south. However, to the immediate east is St Radigunds Community Centre and play area, with residential development beyond this and opposite the site to the north along Barwick Road.

4.134 The site is roughly rectangular in shape sloping downwards from west to east. The site currently has disused and unkempt industrial and warehouse units within it, with scrubland around the rest of the site. There is a fence/hedge line along the northern boundary, with trees and scrubland along the eastern and southern boundaries and the western boundary abuts a car park which serves the active area of the industrial estate.

4.135 Whilst the site is located in Flood Zone 1 and covers less than 1ha, the site is shown to be partially at risk of flooding from surface water. It is also within a Ground Water Source Protection Zone.

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 western part of the site lies in the Kent Downs AONB, and the rest of the site is within the setting of the Kent Downs AONB.

SAP9 - Land at Barwick Road Industrial Estate, Dover (DOV022E)

The site Land adjacent to the Land at Barwick Road Industrial Estate, Coombe Valley, Dover as shown on the policies map is allocated for an indicative capacity of 150 dwellings.

Development proposals for the site must meet the following criteria:

- a Development must be of an appropriate density for the urban area and make a positive contribution to the visual character of the area taking into consideration the range of neighbouring uses. This includes providing appropriate buffers to the adjoining employment areas;
- b Development must be designed to avoid or minimise impacts on the Kent Downs AONB and its setting, including a sensitive landscaping scheme;
- c Primary vehicular, pedestrian and cycle access to the site shall be provided from Barwick Road;
- d A noise survey will be required to identify mitigation that will be required to protect the amenity of future residents;
- e Consideration will need 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;
- f A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development;
- g 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;
- h The occupation of the development should be phased 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;
- i Open space and community facility requirements in accordance with Policies PM3 & PM6 shall be provided. Due to the location adjacent to an existing community facility and other open space infrastructure, this site should seek to provide off-site contributions towards extensions and/or enhancements to the adjoining facilities, where possible;
- j Consideration to be given to pedestrian and cycle connectivity, having particular regard to proposals for development under SAP8 and SAP13 (DOV022c); and
- 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 as set out in Policy SP12.

SAP10 - Buckland Paper Mill, Dover (DOV023)

4.137 This site is located within the urban area of Dover on the A256/Crabble Hill. The site is a brownfield site, the remaining area of a former paper mill which has recently been developed. On the A256/Crabble Hill frontage adjacent to the site is the restored Paper Mill building and clockhouse which is now a mixed-use building of residential, retail and commercial and a new residential four-storey block of flats.

4.138 The River Dour runs through the centre of the site east to west. The area around the site is a mixture of built development and wooded areas immediately adjacent to the west as a buffer to the railway line. To the south of the site on the other side of Crabble Meadows is an area of designated public open space around St Andrews Church, a grade II* listed building, the Crabble Meadows Buckland Cemetery.

4.139 Some of the site is located within Flood Zone 2 and the area around the Dour is located within Flood Zone 3. The site is within an Area of Archaeological Potential.

SAP10 - Buckland Paper Mill, Crabble Hill, Dover (DOV023)

The site at Buckland Paper Mill, Dover as shown on the policies map, is allocated for an indicative capacity of 135 dwellings. Development proposals for the site must comply with the following criteria:

- a A noise survey will be required to identify mitigation that will be required to protect the amenity of future residents;
- b Development is to be designed to enhance the setting, role, biodiversity, accessibility and amenity value of the River Dour corridor in accordance with Policy NE6;
- c The scheme is designed to reflect the site's important location and preserves the setting of the listed buildings including the adjacent St. Andrew's Church. A Heritage Statement for the site, including archaeology, must be carried out in accordance with Policy HE1, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment;
- d Should include a riverside walk and a cycleway that are accessible to the general public;
- e Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- f A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5. This shall also inform the application of the Sequential Approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas and avoiding development within the functional floodplain. The Sequential Approach should also be applied to the internal layout of buildings, in particular where floor levels cannot be raised;
- g A Surface Water Management Strategy to be produced to show how SuDS will be included to manage surface water runoff from the site in accordance with policy CC6;
- 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

- i Open space and community facility requirements in accordance with Policies PM3 & PM6, 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.

SAP11 - Westmount College, Dover (DOV026)

4.140 The site is located in the urban area of Dover, set back from Folkestone Road, a main route into Dover Town Centre. The site is a previously developed site that has largely been reclaimed by nature and consists of grassed scrubland and has mature trees around most of the perimeter boundary. This area is largely residential in nature, typically rows of two/three-storey terraced housing, which includes the development to the south of the site along the highway frontage. However, to the east and west of the site are commercial premises and associated car parking. Dover Priory railway station is beyond the commercial premises to the east.

4.141 The site slopes steeply down from the northern boundary towards the southern boundary with Folkestone Road. A ground-mounted solar photovoltaic array is located at the top part of the site towards the northern boundary and beyond that is a densely wooded area of designated public open space.

4.142 The site covers an area of greater than 1ha and is shown to be partially at risk of flooding from surface water, most of the site, excluding the access area on Folkestone Road is within a Ground Water Source Protection Zone.

SAP11 - Westmount College, Folkestone Road, Dover (DOV026)

The site at Westmount College, Folkestone Road, Dover as shown on the policies map is allocated for an indicative capacity of 60 dwellings.

Development proposals for the site must meet the following criteria:

- a Development should provide new pedestrian linkages through the site to improve access to the existing public open space to the north, where possible, taking into account the location of the solar PV;
- b A Landscape and Visual Impact Assessment shall be carried out to inform the provision of structural planting to help mitigate the impact of long distant views from Western Heights;
- c Consideration will need 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 into the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement;
- d Due to the highly accessible location a reduction in parking requirements may be supported in accordance with Policy TI3;
- e Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;

- f A site-specific Flood Risk Assessment is required to address the issue of surface water flooding taking into account the impacts of climate change over the lifetime of the development;
- g The occupation of the development should be phased 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;
- 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
- i Open space requirements in accordance with Policy PM3, 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 those existing facilities would adequately meet the needs of the development; and
- j 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 as set out in Policy SP12.

SAP12 - Car Park rear of Charlton Shopping Centre, Crafford Street, Dover (DOV028)

4.143 This site is a multi-storey car park located to the rear of the Charlton Shopping Centre with a main access from Crafford Street.

4.144 The site is bounded by built development on all boundaries of various forms, including retail and residential uses. The area is very much urban in character and the buildings occupying the site and adjacent are from the 1970s and 1980s. The River Dour adjoins the site on the eastern boundary.

4.145 A small part of the north-western edge of the site is located in Flood Zone 2, with the Dour within Flood Zone 3 and the site is shown to be at risk of flooding from surface water. The site is within an Area of Archaeological Potential.

SAP12 - Car Park rear of Charlton Shopping Centre, Crafford Street, Dover (DOV028)

The site of the Charlton Shopping Centre, High Street, Dover as shown on the policies map, is allocated for an indicative capacity of 100 dwellings.

Development proposals for the site must meet the following criteria:

- a A noise survey will be required to identify mitigation that will be required to protect the amenity of future residents;
- b Development should be set back from the River Dour and culverts removed. Development is to be designed to enhance the setting, role, biodiversity, accessibility and amenity value of the River Dour corridor in accordance with Policy NE6;
- c Primary pedestrian and cycle access to the site shall be provided from Crafford Street;
- d Redevelopment of the site should provide improvements to the pedestrian connection between Crafford Street and the A256 (High Street);
- e Due to the highly accessible location a reduction in parking requirements may be supported in accordance with Policy TI3;
- f A site-specific flood risk assessment should be carried out in accordance with Policy CC5. This shall also include a comprehensive investigation into surface water flood risk, and should inform the application of the Sequential Approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas and avoiding development within the functional floodplain;
- g A Heritage Statement for the site must be carried out in accordance with Policy HE1, to include appropriate archaeological investigations as set out in Policy HE3, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment;
- 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;
- i The occupation of the development should be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider. The site layout should be planned to ensure future access to existing water and wastewater infrastructure for maintenance and upsizing purposes;
- j On-site Open Space, Sport and Community facility requirements in accordance with Policies PM3, PM4 & PM6, shall be provided. However, due to the Town Centre location, it may be demonstrated that these requirements can be met elsewhere and that off-site contributions to upgrade or enhance nearby strategic facilities such as Connaught Park, would adequately meet the needs of the development; and
- 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 as set out in Policy SP12.

SAP13 - Dover Small Housing sites

4.146 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small sites, as defined on the Policies Map, are allocated for housing in Dover Town.

SAP13 - Dover Small Housing Sites

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and requirements
DOV006 Land at Dundedin Drive (south), Dover	8	Archaeological Assessment is required. Existing trees along the boundary of the site should be retained and enhanced where possible to provide an appropriate landscape buffer.
DOV008 Land adjoining 455 Folkestone Road, Dover	5	The site is in the AONB and any scheme coming forward on this site should be designed to be appropriate to the site's sensitive location within the Kent Downs AONB in respect of scale, form, materials and colour palette. Existing trees and hedgerows along the southern and western boundary of the site should be retained and enhanced to provide an appropriate landscape buffer to mitigate the impact of development on the AONB.
DOV019 Albany Place Car Park, Dover	20	The site is immediately adjacent to the Roman Fort of the Classis Britannica scheduled monument and pre-application Archaeological Assessment is required. Heritage Statement is required to avoid or minimise harm to heritage assets including Dover Western Heights Conservation Area, Unitarian Church, Adrian Street (grade II), Western Heights scheduled monument and South Western section of the Roman Fort of the Classis Britannica scheduled monument. The integrity and setting of the England Coast Path - South East National Trail must be preserved. Southern Water's underground infrastructure crosses this site, so the site layout needs to be planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes. Contamination Assessment is required
DOV022C Land to the north of Coombe Valley Rd, Dover	20	Land Contamination Assessment is required. Southern Water's underground infrastructure crosses this site. The site layout should therefore be planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purpose.

		<p>The majority of the site is within Ground Water Source Protection Zone 1.</p> <p>Flood Risk Assessment required, due to risk of surface water flooding. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.</p> <p>Consideration to be given to pedestrian and cycle connectivity, having particular regard to proposals for development under SAP8 and SAP9.</p>
DOV030 Land at Durham Hill, Dover	10	<p>Archaeological Assessment is required.</p> <p>Heritage Statement is required to avoid or minimise harm to heritage assets including Dover Western Heights Conservation Area and Western Heights scheduled monument.</p> <p>Southern Water's underground infrastructure crosses this site. The site layout should therefore be planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purpose.</p> <p>Site is part of the Biodiversity Opportunity Area.</p> <p>Existing trees and hedgerows along the boundary of the site should be retained and enhanced to provide an appropriate landscape buffer.</p>
TC4S026 Military Road, Dover	9	<p>Heritage Statement is required to avoid or minimise harm to heritage assets including The Alma Public House, Folkestone Road (grade II) and Dover College Conservation Area.</p> <p>Existing trees should be retained and enhanced where possible.</p>
TC4S027 Roosevelt Road, Dover	10	<p>Site is within Ground Water Source Protection Zone 2.</p> <p>Flood Risk Assessment required, due to risk of surface water flooding. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.</p>
TC4S028 Peverell Road, Dover	6	<p>Primary access to the site shall be provided from Peverell Road and Hirst Close.</p> <p>Site is within Ground Water Source Protection Zone 2.</p>
TC4S030 Colton Crescent, Dover	10	<p>Site is within Ground Water Source Protection Zone 2.</p>

Deal

4.147 Deal is situated on the coast and is the second largest settlement in the District, with an attractive seaside character. The urban area encompasses the built-up areas of the parishes of Walmer and Sholden and has a population of approximately 30,000. Sholden, and the village of Great Mongeham that adjoins the town to the south-west, still retain their village characters. The present-day town of Deal originated as a series of villages (Walmer, Upper Deal, Sholden and Great Mongeham) before expanding to become one of the great maritime towns in England by the 17th and early 18th centuries. The town saw further development when mining began at the nearby Kent Coalfields in the early 20th century.

4.148 Deal is characterised by an attractive, intimately-scaled, historic town centre with narrow streets in a largely grid-like layout which follows the alignment of the coast. The maritime heritage here was always much less substantial than that at nearby Dover. There was no harbour although there were a range of ship and boat building yards, navy slipways and storehouses which today only survive archaeologically. Nevertheless, the Time Ball Tower and many of the houses and properties associated with the maritime trade do survive and continue to contribute to the town's historic coastal character. The town has five Conservation Areas, including the first to be designated in Kent. Two further Conservation Areas are to be found in Walmer and two in Great Mongeham.

4.149 Deal has a vibrant town centre, which benefits from a good level of accessibility and an attractive environment. It's well used by residents and visitors and has a low vacancy rate, as a result of the diverse retail offer.

4.150 Deal is served by mainline rail and the high speed train service to London. It is however remote from the motorway and principal road network, served instead by the A258 route from Dover to Sandwich which goes through the tight road network in the centre of the town. While the town has two mainline railway stations, its road infrastructure is constrained. Consequently, commercial development has tended to be small in scale here, there is a pattern of out-commuting and parts of the town are associated with higher unemployment and lower economic activity.

4.151 The northern part of the town is low-lying, flat land which extends into wetlands associated with the estuary of the river Stour and which are protected internationally for their birdlife and wetland habitats. This area, together with the northern part of the town of Deal are subject to flood risk from the sea. Development has therefore historically been limited in this area due to flooding and access constraints and has instead largely taken place on the higher ground to the south of the old town.

4.152 The Council's objectives for Deal are to enhance the quality of the environment in the town to enable Deal to maintain its role as a vibrant town centre, improve connections between the town and the sea front, conserve and enhance the towns rich historical and natural landscape and promote Deal as a tourist destination.

4.153 Limited site allocations have been identified in Deal due to the constraints that exist including: flood risk, wildlife sites, heritage and highways. In accordance with SP3, development in Deal should be compatible with the level and range of job opportunities, shops, services and other facilities available.

4.154 The Council recognises there is a need for further employment development in Deal and will support the delivery of new employment development in this location subject to the criteria in Policy E1.

4.155 The following site allocations are proposed in Deal, Walmer, Sholden and Great Mongeham:

Figure 4.3 Map of Site Allocations in Deal, Walmer, Sholden and Great Mongeham

Deal, Walmer, Sholden and Great Mongeham

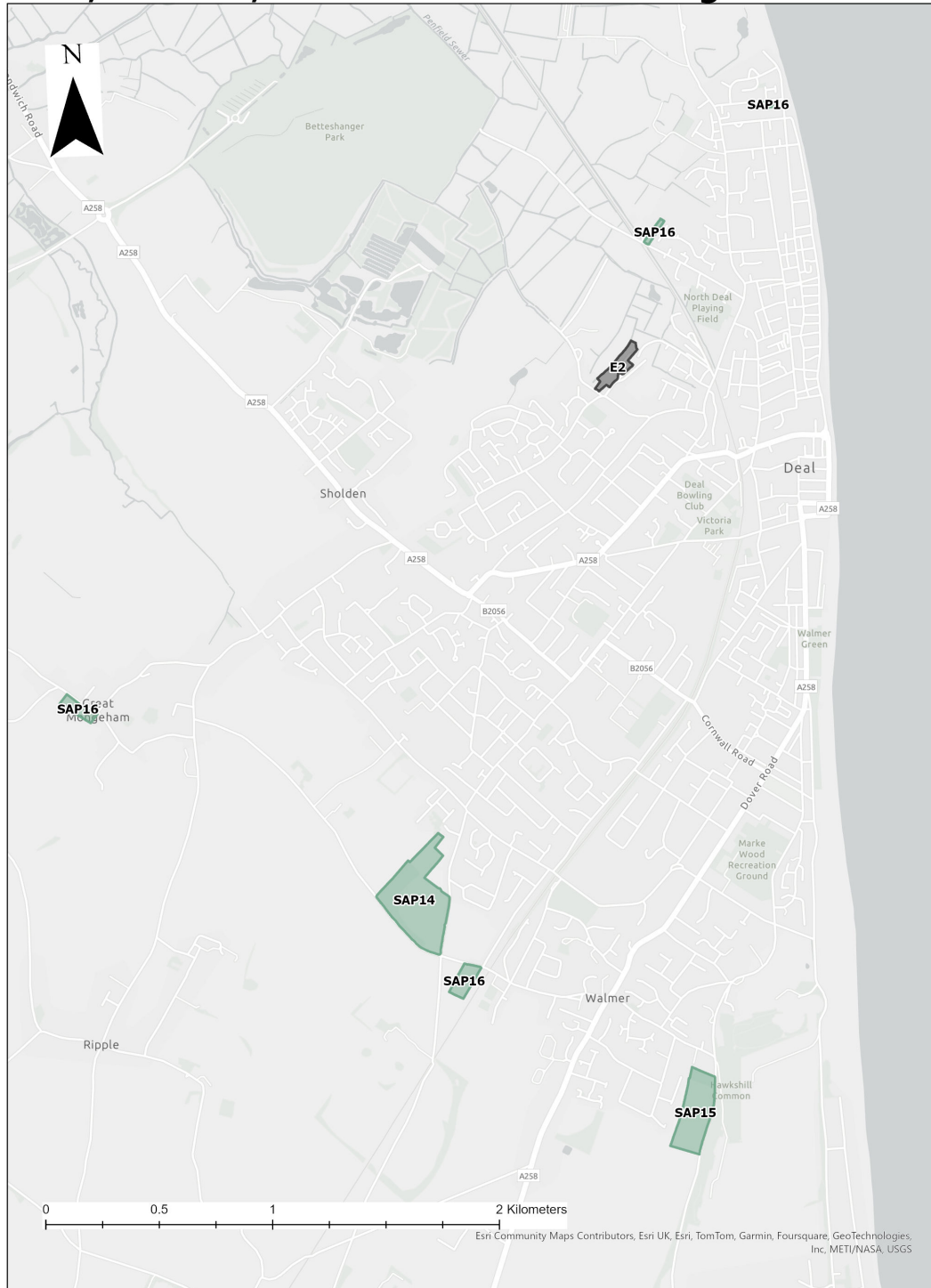


Table 4.2 Deal, Walmer, Sholden and Great Mongeham Site Allocations

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land off Cross Road, Deal (DEA008)	SAP14	Housing	140
Land at Rays Bottom, Walmer (WAL002)	SAP15	Housing	75
Land to the east of Northbourne Road, Great Mongeham (GTM003)	SAP16	Housing	10
Bridleway Riding School, Station Road, Deal (TC4S008)	SAP16	Housing	25
Ethelbert Road Garages, Deal (TC4S032)	SAP16	Housing	5
104 Northwall Road, Deal (TC4S047)	SAP16	Housing	8
Deal Business Park, Deal (ELR10)	E2	Employment	N/A

SAP14 - Land off Cross Road, Deal (DEA008)

4.156 The site is located on the south-western edge of Deal settlement area and is currently formed of a series of arable fields. The site consists of smaller fields in the north that are separated by fences from the larger field in the south. The landscape slopes downwards in a southerly direction with the high point located close to the northern extent of the site.

4.157 The two northern fields of the site are bordered to the east by residential development that is predominately large detached dwellings. To the west and south of the site is further arable land forming the open countryside beyond. There is a strong tree line bordering the southern boundary of the site that continues to create a substantial wooded area in the west, south-west of the site.

4.158 The site is within an Area of Archaeological Potential and Ground Water Source Protection Zones. Cross Road is currently a single track road and will require widening along the frontage of the development, to enable two vehicles to pass and the provision of pedestrian and cycle routes.

SAP14 - Land off Cross Road, Deal (DEA008)

The site Land off Cross Road, Deal as shown on the policies map is allocated for an indicative capacity of 140 dwellings.

Development proposals for the site must meet the following criteria:

- a Development should be sensitively designed to respect the character of the existing built area to the north and east of the site and take account of any approved details for the site to the east of Cross Road;
- b An appropriate landscape buffer determined by a Landscape Visual Impact Assessment is required to mitigate the impact of development on the wider countryside and to provide opportunities for biodiversity habitat creation and enhancement, which should include the retention and enhancement of the existing trees, woodland and hedgerows to the south-west and north-west of the site;
- c Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- d Primary vehicular, pedestrian and cycle access to the site shall be provided from Cross Road. This should include the widening of, and traffic management improvements to Cross Road along the frontage of the development either as part of the delivery of the site on the opposing side of Cross Road, or independently;
- e The Transport Assessment that is required to be carried out in accordance with Policy TI2, must consider and identify mitigation (potential widening/traffic management measures/junction improvements) for the surrounding local road network, taking into account the cumulative impact of this and other sites allocated in this Plan, including (but not limited to):
 - i Station Road and the junctions along it, from the Ellen's Road/Station Road to the Station Road/Dover Road/Gram's Road junction, and
 - ii Cross Road and the junction with St. Richards Road
- f The following pedestrian improvements will be required:

- i A direct (off carriageway) pedestrian route to Walmer railway station either through linkage with the footways as part of the site on the opposing side of Cross Road, or independently;
- ii Pedestrian crossing improvements on St. Richards Road, Mill Hill shall be provided to ensure accessibility to services;
- iii A footway connection to link with the existing footway network at Station Road/Sydney Road junction;
- g 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;
- h An Archaeological Assessment for the site must be carried out in accordance with Policy HE3 - Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any archaeological assets identified through the assessment;
- i 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;
- j The occupation of the development should be phased 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
- k A site-specific Flood Risk Assessment is required in accordance with Policy CC5 and should consider the impacts of climate change.

SAP15 - Land at Rays Bottom, Walmer (WAL002)

4.159 The site is located at the southern end of Walmer. This site is adjoined by residential development to the north and west and countryside to the east and south. The site is roughly rectangular in shape and is currently an arable field forming part of a larger field to the south. The site rises from Liverpool Road in the east to the residential properties at Hawksdown to the west.

4.160 The residential development to the west and north is predominately large detached dwellings. Adjacent to the east of the site is Hawkshill Down designated open space within the Dover & Folkestone Cliffs & Downs BOA that consists of a wooded area on the road frontage with an open field immediately beyond.

4.161 The site is bounded by a tree line along the western boundary and a small area of scrubland provides separation to the residential properties to the north. There is no screening along the southern boundary as the land continues as agricultural fields, whilst the eastern boundary of the site adjoins Liverpool Road. Liverpool Road is narrow and is subject to the national speed limit.

4.162 To the north-east of the site is the grade II Registered Park and Garden of Walmer Castle which is a scheduled monument, and nearby to the east is an undesignated historic First World War Aerodrome and Second World War radar station within an Area of Archaeological Potential. The site is shown to be at partial risk of flooding from surface water.

SAP15 - Land at Rays Bottom between Liverpool Road and Hawksdown, Walmer (WAL002)

The site, Land at Rays Bottom between Liverpool Road and Hawksdown, as shown on the policies map is allocated for an indicative capacity of 75 dwellings.

Development proposals for the site shall include the following:

- a Development should be low density and sensitively designed to respect the existing character of the area, the topography of the site and to allow transition to the rural landscape;
- b A sensitive landscaping scheme and appropriate landscape buffer to the south, determined by a Landscape Visual Impact Assessment is required to mitigate the impact of development on the wider countryside and to provide opportunities for biodiversity habitat creation and enhancement responding to the nearby BOA and local wildlife site;
- c The existing wooded area to the north of the site and the tree and shrub line along the western boundary shall be maintained and enhanced as areas for biodiversity habitat creation.
- d Primary vehicular, pedestrian and cycle access to the site shall be provided from Liverpool Road. Road widening, footway provision and traffic management should be provided to Liverpool Road along the frontage of the site up to the junction with Gram's Road; along with an extension to the 30mph speed limit zone and extension to the footway to create a continuous connection along Gram's Road;
- e The Transport Assessment that is required to be carried out in accordance with Policy TI2, must consider and identify mitigation (potential widening/traffic management measures/junction improvements) for the surrounding local road network, taking into account the cumulative impact of this and other sites allocated in this Plan, including (but not limited to) Liverpool Road and Gram's Road up to and including the Gram's Road/Dover Road junction.
- f A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5. This shall also inform the application of the Sequential Approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas;
- g 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;
- h An Archaeological Assessment for the site must be carried out in accordance with Policy HE3 Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid harm to any archaeological assets identified through the assessment;
- i A Heritage Statement carried out in accordance with Policy HE1 is required to identify any necessary measures to avoid or minimise harm to the nearby heritage assets; and
- j The occupation of the development should be phased 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.

SAP16 - Deal Small Housing Sites

4.163 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following sites, as defined on the policies map, are allocated for housing in Deal.

SAP16 - Deal Small Housing Sites

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific Issues and Requirements
GTM003 Land to the east of Northbourne Road, Great Mongeham	10	Existing trees and hedgerows should be retained and enhanced and an appropriate landscape buffer provided along the southern boundary. Consideration must be given to providing connections to the PROW network. Heritage Statement is required to avoid or minimise harm to heritage assets including Great Mongeham, Mongeham Road Conservation Area. Site is within Ground Water Source Protection Zone 3. Primary access should be from Northbourne Road and should avoid individual access points for each dwelling from Northbourne Road. The development should provide a street frontage.
TC4S008 Bridleway Riding School, Station Road, Deal	25	Primary access to the site shall be provided from Station Road. Speed survey required to determine whether the 30mph zone should be extended along the frontage of the site A pedestrian footway is required along the full length of northern boundary of the site, to connect to the existing and proposed footways, provide an off-carriageway pedestrian route to Walmer railway station and link to adjoining new developments to the north. Transport Assessment must consider and identify mitigation (potential widening/traffic management measures/junction improvements) for the surrounding local road network, taking into account the cumulative impact of this and other sites allocated in this Plan, including (but not limited to) Station Road and the junctions along it, up to and including the Station Road/Dover Road/Gram's Road junction. Existing trees and hedgerows along the boundary of the site should be retained and enhanced to provide an appropriate landscape buffer. Site is within Ground Water Source Protection Zone 2.

		Flood Risk Assessment required, due to risk of surface water flooding. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.
TC4S032 Ethelbert Road garages, Deal	5	Flood Risk Assessment required, due to Flood Zone 3. As part of this the Sequential Approach should be applied to the layout and design of the site. This is likely to require habitable accommodation to be raised above design flood level. SuDS should be provided.
TC4S047 104 Northwall Road, Deal	8	Access to the site should provide suitable junction spacing adjacent to the railway line. Any new road on the site would need to include a turning head capable of accommodating refuse vehicles. Existing trees and hedgerows along the boundary of the site should be retained and enhanced to provide an appropriate landscape buffer. Flood Risk Assessment required, due to Flood Zone 3. As part of this the Sequential Approach should be applied to the layout and design of the site. This is likely to require habitable accommodation to be raised above design flood level. SuDS should be provided.

Sandwich

4.164 Sandwich has been described as the most complete medieval town in England. The town's location on the bank of the River Stour enabled it to become a major settlement in the Early Medieval period, later developing into one of international significance as one of the founding towns of the original medieval Cinque Ports. This maritime heritage together with the 14th Century fortifications constructed to protect the town from invasion, and the influence of the arrival of Huguenot and Flemish Protestant refugees in the 16th Century have had a lasting impact on the form and architecture of the town. Whilst the layout of the town changed little from the 17th to 19th Century, its importance as a port declined as the result of the silting up of the Stour, eventually leading to Sandwich losing its port status in the early 19th Century. Designated as a Conservation Area in 1972, Sandwich contains more than 400 listed buildings, 8 scheduled monuments and a registered garden (grade II). It is defined at local level as an Area of Archaeological Potential.

4.165 Immediately to the north of the town, Discovery Park Enterprise Zone is the largest employment site in the district and is retained as an existing employment site in the Plan (Policies SP6 and E2). Previously occupied by the pharmaceutical company Pfizer's research and development facility, it comprises 280,000 sqm of high-quality research and development buildings, offices and ancillary facilities set within a landscaped campus. Adjacent to the town to the east lies the Royal St George's Golf Club, the only golf course on the Open rotation in the South East of England and as such, a significant contributor to the local economy.

4.166 Sandwich has a population of 6,600²². The town is served by mainline railway and high-speed service to London. It also enjoys better road links than other settlements as the principal A256 route from Dover to Thanet which serves the town was upgraded to a dual carriageway as part of the East Kent Access programme.

4.167 The town of Sandwich is located in a low-lying landscape which is at high risk of both tidal and fluvial flooding. Much of this landscape is nationally and internationally protected for its birdlife and wetland habitats.

4.168 The town of Sandwich serves the daily needs of the town itself and neighbouring villages and has a good selection of services and community facilities. Like many small historic towns with a high number of historic buildings and important archaeological remains, Sandwich is a particularly sensitive location for additional development, while the extensive areas at risk of flooding immediately to the north and east of the town are key planning constraints.

4.169 The Council's objectives for Sandwich are to enhance the vitality and viability of the town centre, enhance the quality of the environment in the town, improve connections between the town centre and Sandwich Quay, conserve and enhance the town's rich historic environment and natural landscape and promote Sandwich as a tourist destination.

4.170 Limited site allocations have been identified in Sandwich due to the constraints that exist including: flood risk, wildlife sites, heritage and highways. In accordance with SP3, development in Sandwich should be compatible with the more limited range of job opportunities, shops, services and other facilities available.

4.171 The following site allocations are proposed in Sandwich:

22 2020 MYPE, ONS, Sandwich Wards

Figure 4.4 Map of Site Allocations in Sandwich

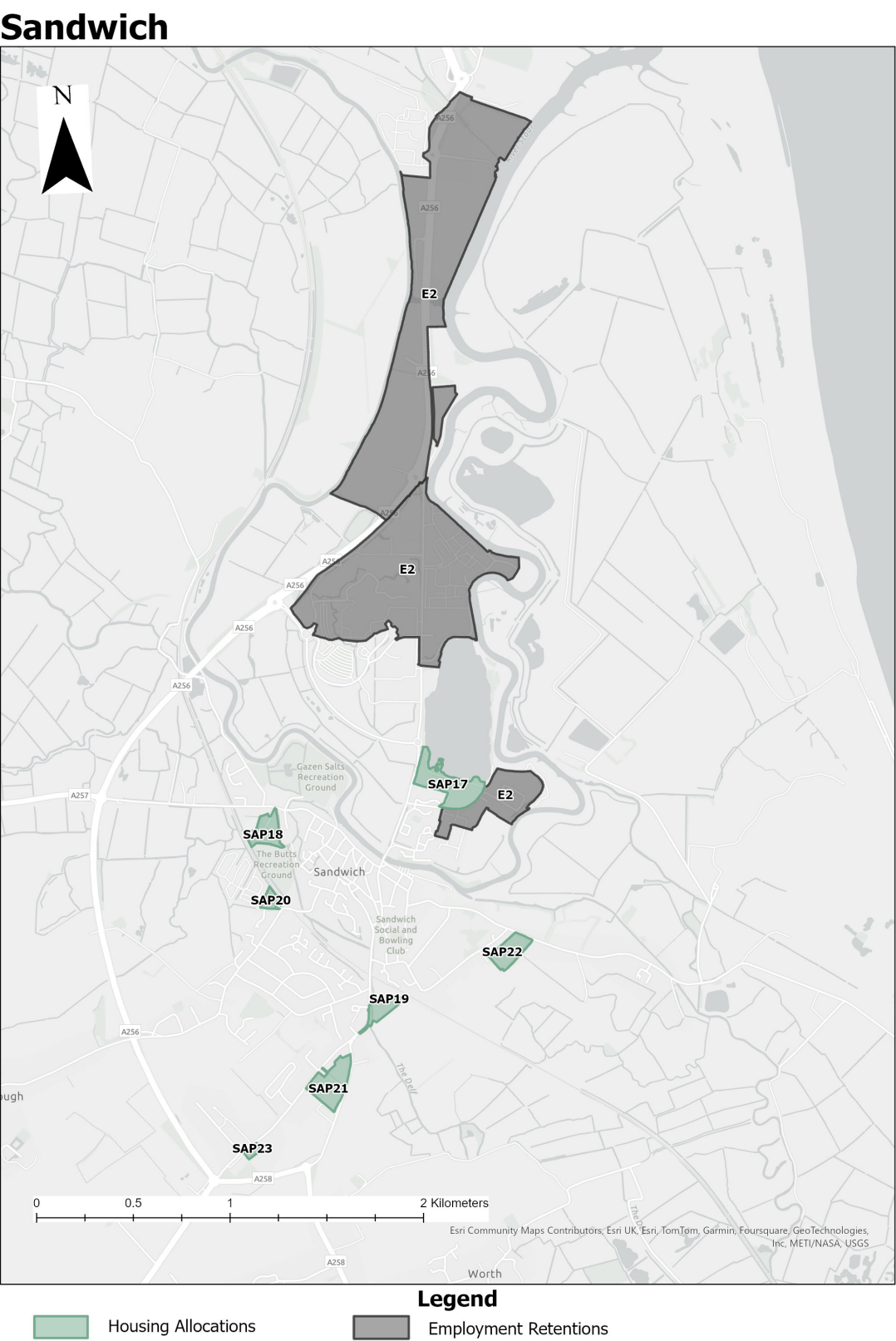


Table 4.3 Site Allocations in Sandwich

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land south of Stonar Lake and to north and east of Stonar Gardens (SAN004)	SAP17	Housing	75
Sandwich Highway Depot/Chippie's Way, Ash Road (SAN006)	SAP18	Housing	32
Land at Poplar Meadow, Adjacent to Delfbridge House (SAN007)	SAP19	Housing	35
Woods' Yard, rear of 17 Woodnesborough Road (SAN008)	SAP20	Housing	35
Land adjacent to Sandwich Technology School (SAN013)	SAP21	Housing	60
Land at Archers Low Farm, St Georges Road (SAN023)	SAP22	Housing	35
Sydney Nursery, Dover Road (SAN019)	SAP23	Housing	10
Discovery Park; Ramsgate Road Industrial Area and Sandwich Industrial Estate	SP6 and E2	Employment	N/A

SAP17 - Land south of Stonar Lake and to north and east of Stonar Gardens, Sandwich (SAN004)

4.172 The site is located in Sandwich, to the north-east of the main settlement. The site is a brownfield site, currently in use as a salvage yard and other commercial storage accessed from Ramsgate Road.

4.173 To the immediate north of the site is Stonar Lake, used for recreational fishing. To the south and east of the site is Sandwich Industrial Park, and to the east is Sandwich Marina on the River Stour. The areas to the south of the site are residential, consisting mainly of small cul-de-sacs of two-storey houses.

4.174 Within and adjoining the site is a scheduled monument (SM) - medieval fishing port. Scheduled Monument Consent from the Secretary of State (on the advice of Historic England) will be required. The majority of the site is within Flood Zone 2 and around half within Flood Zone 3.

4.175 The site has not been subject to formal investigation and consequently has a high potential for the survival of nationally significant archaeological remains. Any development on the site must be informed by a robust and rigorous appraisal of the archaeological remains.

4.176 Development of the site presents an opportunity to significantly improve the amenity and visual appearance of the area, as well as preserve and enhance the heritage assets.

4.177 Given the constraints that exist on the site, the capacity of the site has been estimated to be approximately 75 dwellings. However this needs to be determined through the planning application process, based on the requirements set out in the policy below.

SAP17 - Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road, Sandwich (SAN004)

The site, Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road, Sandwich as shown on the policies map is allocated for residential development for an indicative capacity of 75 dwellings.

Development proposals for the site must meet the following criteria:

- a The layout, design, amount and extent of development on the site shall be determined following a thorough Heritage Statement, including on-site investigation, of the archaeology and scheduled monument on the site. The scope of the assessment must be agreed with Historic England, and the necessary elements carried out in advance of the planning application being submitted. The heritage statement submitted with the application must demonstrate how the proposals preserve and enhance the heritage assets of archaeological interest that are impacted by the development;
- b Primary vehicular, pedestrian and cycle access to the site shall be provided from Ramsgate Road and/or Stonar Road;
- c Consideration will need 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;
- d A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5, to inform the following requirements:
 - i The Sequential Approach should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas. The Sequential Approach should also be applied to the internal layout of buildings, in particular where floor levels cannot be raised.
 - ii Floor levels should be raised above the design flood level, including the Environment Agency's recommended additional freeboard requirements where practicable (with an appropriate allowance for climate change).
 - iii Flood resistance and resilience measures must be included.
 - iv Suitable mitigation (i.e. compensatory flood storage) should be provided where development would displace floodwater to ensure no increase in risk of flooding to the surrounding area;
- e 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;
- f Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- g The occupation of the development should be phased 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
- h 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.

SAP18 - Sandwich Highway Depot, Sandwich (SAN006)

4.178 The site is located in the northern end of the settlement of Sandwich. The site is currently a Highways Depot and consists of a mix of scrubland with trees, light industrial buildings with associated storage and parking and an access road running through the western edge from Ash Road in the north towards designated open space on the southern boundary. The site is predominately bounded by mature trees.

4.179 To the east and north-west of the site are areas of residential built form, consisting of typically semi-detached and detached two-storey residential housing. Open countryside is around the site to the north-east and west.

4.180 The site is within the Sandwich Walled Town Conservation Area and an Area of Archaeological Potential. Immediately to the east of the site is the Scheduled Monument of Sandwich Town Walls. The Gaze Salts Nature Reserve, a designated open space, lies to the north and The Butts Recreation Ground to the south. The site is in close proximity to the Lower Stour Wetlands BOA in the west. Most of the site lies within Flood Zone 3.

SAP18 - Sandwich Highway Depot, Sandwich (SAN006)

The site Sandwich Highway Depot, Chippie's Way, Ash Road, Sandwich as shown on the policies map is allocated for an indicative capacity of 32 dwellings.

Development proposals for the site must meet the following criteria:

- a A noise survey will be required to identify mitigation that will be required to protect the amenity of future residents;
- b Development should be sensitively designed to respect the character of the area including the Conservation Area, mitigate the impact on the Sandwich Town Wall Scheduled Monument and allow transition to the rural landscape;
- c A Heritage Statement, to include appropriate archaeological investigations must be carried out in accordance with Policy HE1 and Policy HE3, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment, including the Sandwich Walled Town Conservation Area, The Butts and The Ropewalk Historic Park and Garden, the Sandwich Town Walls Scheduled Monument and the Canterbury Gate House Grade II Listed building;
- d Landscaping is to be provided to minimise the impact of development on the wider area and adjacent Sandwich Town Wall Scheduled Monument and open spaces;
- e Consideration will 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;

- f Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- g A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5. This shall also inform the application of the Sequential Approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas and avoiding development within the functional floodplain. The Sequential Approach should also be applied to the internal layout of buildings, in particular where floor levels cannot be raised. In addition:
 - i Floor levels should be raised above the design flood level, including the Environment Agency's recommended additional freeboard requirements where practicable (with an appropriate allowance for climate change).
 - ii Flood resistance and resilience measures must be included;
- 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;
- i The occupation of the development should be phased 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
- j The Transport Assessment that is required to be carried out in accordance with Policy TI2, must take into account the cumulative impact of this and other sites allocated in this Plan.

SAP19 - Land at Poplar Meadow, Sandwich (SAN007)

4.181 The site is located on the south-eastern edge of Sandwich with the current settlement confines running along the northern and western boundaries. The site is currently a field, triangular in shape and flat with a stream that runs along the entire length of the western boundary. There are mature trees and hedgerows bounding the site to the east along the road frontage, and to the south and west where the site adjoins open countryside.

4.182 The site is adjoined by residential development immediately to the north consisting of an apartment block, Delfbridge House, beyond which is Sandwich railway station accessible by foot from the private track wrapping around the north and eastern edge of the site.

4.183 The other residential areas around the site are predominately a mixture of large detached and semi-detached two-storey dwellings to the west and north. An arable field lies to the south-west forming part of the rural countryside beyond. Immediately to the west of the site is a residential area which is within St. Barts Conservation Area.

4.184 The site lies wholly within the Lower Stour Wetlands BOA. A small part of the site on its western edge along the Delf Stream and north-western edge is located in Flood Zones 2 and 3 and is at risk of flooding from surface water. It is also within an Area of Archaeological Potential.

SAP19 - Land at Poplar Meadow, Adjacent to Delfbridge House, Sandwich (SAN007)

The site known as Land at Poplar Meadow, adjacent to Delfbridge House, Sandwich as shown on the policies map is allocated for an indicative capacity of 35 dwellings.

Development proposals for the site must meet the following criteria:

- a Development should be sensitively designed to respect the rural character of the area and the residential apartments to the north, and to allow transition to the rural landscape;
- b Consideration will need to be made regarding the quality and condition of trees and hedgerows within the site. Detailed proposals should aim to protect those of importance such as on the southern corner and eastern boundary and incorporate them into the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement to support the integrity of the BOA;
- c Primary vehicular, pedestrian and cycle access to the site shall be provided from Dover Road. This will require a specific proposal to replace the existing access and bridge the stream. The access must include a right-turn lane and pedestrian crossing improvements on Dover Road;
- d Pedestrian and cycle accessibility upgrades from the northern boundary of the site to Sandwich railway station should be provided where feasible;
- e A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5. This shall also inform the application of the Sequential Approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas. The Sequential Approach should also be applied to the internal layout of buildings, in particular where floor levels cannot be raised;
- f A Heritage Statement for the site must be carried out in accordance with Policy HE1 the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets or archaeology identified through the assessment;.
- g 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;
- h A noise survey will be required to identify mitigation that will be required to protect the amenity of future residents;
- i The occupation of the development should be phased 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
- j The Transport Assessment that is required to be carried out in accordance with Policy TI2, must take into account the cumulative impact of this and other sites allocated in this Plan.

SAP20 - Woods' Yard, rear of 17 Woodnesborough Road, Sandwich (SAN008)

4.185 The site is located to the west of Sandwich with the settlement confines running along both the southern and western boundary. Currently the site is divided into a number of plots consisting of light industrial units in the centre and western half, with scrubland in the eastern half. The site is adjoined by predominately detached residential dwellings to the south and east. A caravan park lies immediately to the west and a railway line runs adjacent to the north-eastern boundary.

4.186 The site is irregular triangle in shape and has a tree line along the northern boundary providing screening from an adjacent railway line. There is a telephone mast within the site on the western boundary.

4.187 The site is wholly located in Flood Zone 2 and partly located in Flood Zone 3. It is also within an Area of Archaeological Potential. The settlement is wrapped on the north, east and southern boundaries by the Lower Stour Wetlands BOA.

SAP20 - Woods' Yard, rear of 17 Woodnesborough Road, Sandwich (SAN008)

The site, Woods' Yard, rear of 17 Woodnesborough Road, Sandwich as shown on the policies map is allocated for an indicative capacity of 35 dwellings. Development proposals for the site must meet the following criteria:

- a The existing trees and scrubland screening on the eastern and northern boundaries of the site should be retained and enhanced to mitigate the impact of development on the nearby residential properties, provide screening from the railway line and provide opportunities for biodiversity habitat creation and enhancement. Additional landscaping should be provided on the western boundary between the site and the caravan park;
- b Street parking lost through the provision of waiting restrictions for visibility and passing points must be replaced within the site boundary;
- c A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5. This shall also inform the application of the Sequential Approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas and avoiding development within the functional floodplain. The Sequential Approach should also be applied to the internal layout of buildings, in particular where floor levels cannot be raised. In addition:
 - i Floor levels should be raised above the design flood level, including the Environment Agency's recommended additional freeboard requirements where practicable (with an appropriate allowance for climate change).
 - ii Flood resistance and resilience measures must be included.
- d An Archaeology Assessment for the site must be carried out in accordance with Policy HE3 Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment;
- e 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;
- f A noise survey will be required to identify mitigation that will be required to protect the amenity of future residents;
- g The occupation of the development should be phased 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
- h The Transport Assessment that is required to be carried out in accordance with Policy TI2, must take into account the cumulative impact of this and other sites allocated in this Plan.

SAP21 - Land adjacent to Sandwich Technology School, Sandwich (SAN013)

4.188 The site is located to the south of Sandwich with the current settlement confines adjacent to the western and southern boundary adjoining Sandwich Technology School and Leisure Centre which lies immediately to the south of the site. The land is currently arable land that is well-screened along all sides by dense hedgerows.

4.189 To the north is linear residential development along Dover Road and Deal Road which is predominately large, detached dwellings, some of which are listed. Arable fields lie to the east and south forming part of the transition to open countryside on this edge of the settlement.

4.190 The site covers an area of greater than 1ha and is shown to be at risk of flooding from surface water. There is a drain which crosses the centre of the site east to west. To the west of the site is the Lower Stour Wetlands Biodiversity Opportunity Area (BOA) which wraps around the settlement.

4.191 The previous Site Allocation policy for this site safeguarded an area of land within this site for the expansion of Sandwich Sports and Leisure Centre. However, the council has recently updated the Indoor Sport and Leisure Facility Strategy (2023) which does not identify a need for expansion of this facility, and the site is now under management of the school. KCC Education, and the school themselves have identified a need for school expansion as the site is already undersized for the form entry (FE) it provides. Due to the location of the site adjacent to an existing school, it is the most appropriate site to enable to expansion of the school through the provision of a new football/sports field of 0.8ha, in accordance with national specifications. This will enable expansion of the school buildings within the current school site.

SAP21 - Land adjacent to Sandwich Technology School Deal Road, Sandwich (SAN013)

The site Land adjacent to Sandwich Technology School, Deal Road, Sandwich as shown on the policies map is allocated for an indicative capacity of 60 dwellings and land to facilitate the expansion of the Sandwich Technology School through the provision of a 0.8ha sports/football field.

The final capacity of the site shall be informed the site-specific flood risk assessment, with the need to avoid areas at risk of surface water flooding, and the land needed school expansion has been finalised.

Development proposals for the site must also meet the following criteria:

- a Development should be of character and density to reflect the transition from urban to countryside with frontage along Deal Road being of a loose grain;
- b The hedgerow along the Deal Road frontage should be maintained and enhanced, with the exception of removal needed to provide suitable accesses, which shall be kept to the minimum needed to provide the required sight lines;
- c Primary vehicular, pedestrian and cycle access to the residential site shall be provided from Deal Road. Connections should be made to the footpaths and cycleway within Deal Road and Dover Road (connections to Dover Road are pedestrian and cycle access only, not vehicular);
- d 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;

- e A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5, including a comprehensive investigation into surface water flood risk. This shall also inform the application of the Sequential Approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas. Suitable mitigation (i.e. compensatory flood storage, floodable voids) should be provided where development would displace surface water to ensure no increase in risk of flooding to the surrounding area;
- f The existing drain across the site must be incorporated into the development;
- g A Heritage Statement for the site must be carried out in accordance with Policy HE1, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment;
- h The Transport Assessment that is required to be carried out in accordance with Policy TI2, must take into account the cumulative impact of this and other sites allocated in this Plan; and
- i Provision for the land safeguarded for a new sports/football field to enable the expansion of the the 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 secondary school places required through policy SP11.

SAP22 - Land at Archers Low Farm, Sandwich (SAN023)

4.192 The site is located to the east of Sandwich with the existing settlement confine running along the western boundary. The site is currently an arable field with a storage building in the southern corner. Linear residential development that is predominately large detached dwellings bound the site to the west and south-west. There are arable fields beyond the site to the south, east and north that form the open countryside beyond. The site is flat and rectangular in shape and is bound in its entirety by mature trees and hedgerows with some additional scrub along the northern boundary.

4.193 The grounds of Sir Roger Manwood School provide extensive designated open space close by to the south and west of the site. To the west, beyond a line of residential dwellings lies the Sandwich Walled Town Conservation Area.

4.194 A small section of the northern boundary with Sandown Road is located in Flood Zone 2 and is partially shown to be at risk of flooding from surface water.

SAP22 - Land at Archers Low Farm, St Georges Road, Sandwich (SAN023)

The site, Land at Archers Low Farm, St Georges Road, Sandwich, as shown on the policies map is allocated for an indicative capacity of 35 dwellings.

Development proposals for the site shall include the following:

- a Development should be laid out to protect the residential amenity of the existing residential properties to the north-east and designed to take account of the character of the Sandwich Walled Town Conservation Area;
- b The existing trees on the boundaries of the site should be retained and enhanced to mitigate the impact of development on the landscape and provide opportunities for biodiversity habitat creation and enhancement;

- c Trees which need to be removed to enable an access to be provided to the site, shall be kept to the minimum needed to provide necessary visibility, and will be required to be replaced on-site;
- d 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;
- e A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5, including a comprehensive investigation into surface water flood risk. This shall also inform the application of the Sequential Approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas;
- f Primary vehicular, pedestrian and cycle access to the site shall be provided from Sandown Road;
- g 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;
- h A Heritage Statement, to include appropriate archaeological investigations must be carried out in accordance with Policy HE1 and Policy HE3, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment;
- i The occupation of the development should be phased 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
- j The layout, landscaping and design of the development should be informed by a Landscape and Visual Impact Assessment to minimise the visual impact on the surrounding landscape and views from Sandown Road.

SAP23 - Sydney Nursery, Dover Road, Sandwich (SAN019)

4.195 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following site, as defined on the policies map, is allocated for housing in Sandwich.

SAP23 - Sydney Nursery, Dover Road (SAN019)

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site as set out below.

Site	Estimated Dwelling Number	Site-specific issues and requirements
SAN019 Sydney Nursery, Dover Road, Sandwich	10	An appropriate landscape buffer should be provided along the southern boundary of the site. SuDS should be provided. Contamination Assessment is required

Aylesham

4.196 Aylesham, the largest of the rural settlements, was developed by Sir Patrick Abercrombie in the 1920s as a planned settlement to serve the emerging East Kent Coalfield. Built to house the mining families of the nearby Snowdown Colliery, it is the largest of the colliery settlements developed in East Kent in the early 20th Century. Designed and planned by Abercrombie as a small town of approximately 15,000 people with a wide range of commercial and community buildings, the plans for the settlement were laid out to reflect the shape of a pit-head winding frame.

4.197 The development of Aylesham however was heavily affected by the recession of the 1930s and the scheme was abandoned after only 650 homes had been built. The East Kent Coalfields finally closed in 1989. In 1990 the Kent Structure Plan proposed the strategic expansion of the village of Aylesham as a rural service centre. Subsequently, Aylesham was identified as a strategic development opportunity site in the Dover District Local Plan 2002, for the provision of 1,000 new homes, a primary school extension, employment uses, retail and an associated mix of uses. A masterplan was then prepared to guide the development of this site and this was adopted by the Council on the 21st July 2004. The site was granted outline permission for 1,210 units (App no 07/01081) in November 2012 with an additional 150 units (App no 19/00821) granted in August 2020 bringing a total of 1360 units permitted for the site. To date 917 units have been delivered with 443 remaining.

4.198 Aylesham is located on the western boundary of the District and is served by a railway station on the Dover to London Victoria route and by a regular bus service to Canterbury with buses every hour on weekdays. It is well-supported by a range of services and facilities including two primary schools, a purpose built health centre, three churches, fire station, sports club, social club, leisure centre and a library. Aylesham has two industrial areas and a small neighbourhood centre of nine shops including a post office, a co-op and a butchers, four take-aways and four cashpoints.

4.199 The Council's strategy is to continue to grow Aylesham in line with the original vision conceived by Sir Patrick Abercrombie that Aylesham should become a small garden town and housing and employment allocations are proposed accordingly. In accordance with SP3 development in Aylesham should be compatible with the more limited range of job opportunities, shops, services and other facilities available.

4.200 The following site allocations are proposed in Aylesham:

Figure 4.5 Map of Site Allocations in Aylesham

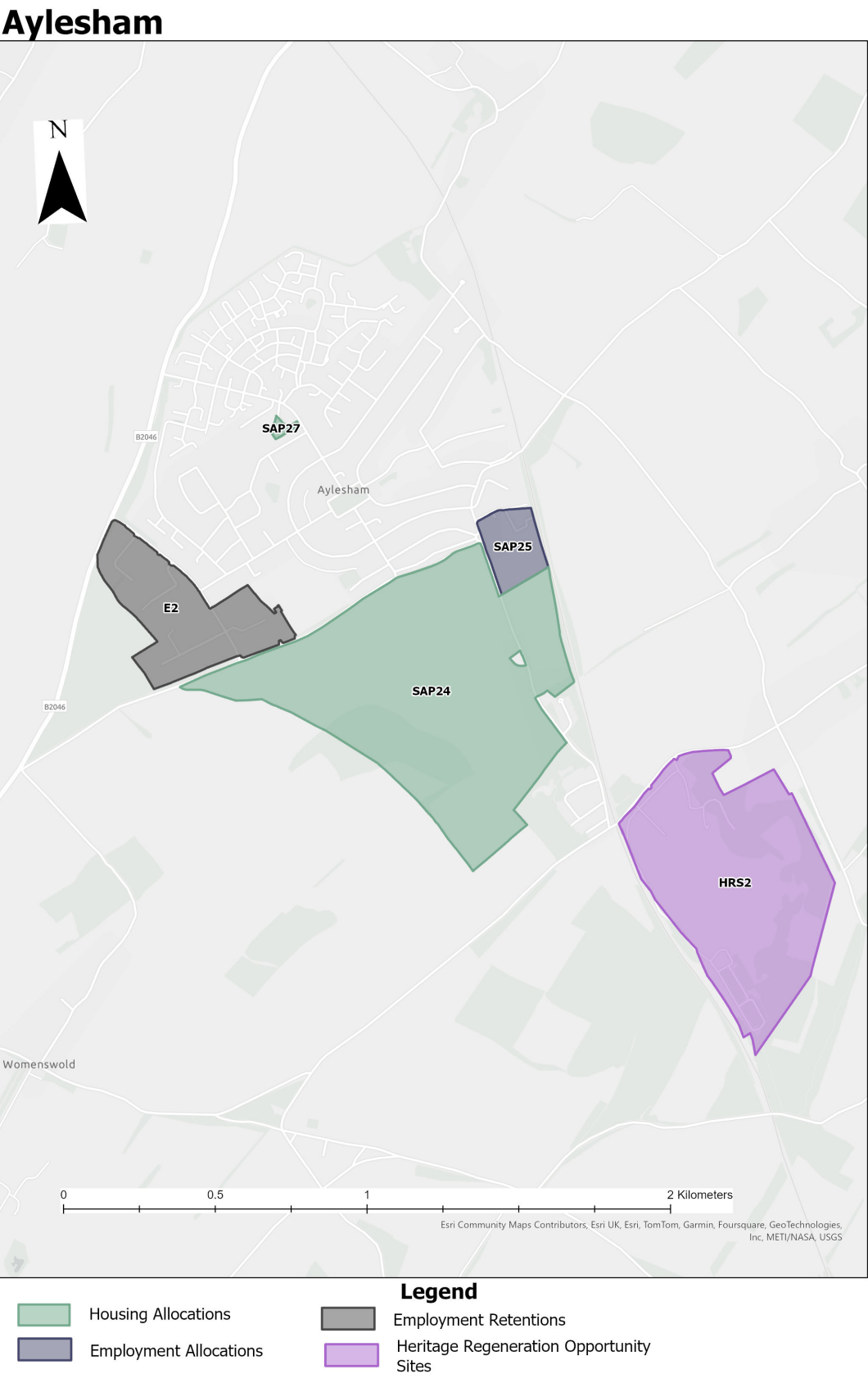


Table 4.4 Sites Allocations in Aylesham

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land to the South of Aylesham (AYL003)	SAP24	Urban extension to Aylesham delivering a mix of uses.	640
Aylesham Development Area (ELR4)	SAP25	Employment	N/A
Former Snowdown Colliery, Aylesham (ELR14)	HRS2	Heritage Regeneration Opportunity Site delivering mixed uses	N/A
Land at Dorman Avenue North (AYL001)	SAP27	Housing	9
Aylesham Industrial Estate (ELR19)	E2	Employment	N/A

SAP24 - Land to the South of Aylesham (AYL003)

4.201 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.

4.202 The site is well-connected and located within a ten-minute walk of both Aylesham and Snowdown railway stations, and Aylesham Village 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 Ground Water Source Protection Zone.

4.203 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.

4.204 An indicative site plan is provided below for context.

SAP24 - Land to the South of Aylesham (AYL003)

An extension is planned to the south of the Rural Service Centre of Aylesham to create a new neighbourhood, incorporating garden village principles. Land to the South of Aylesham is allocated to deliver an estimated 640 new homes over the Plan period.

A masterplan 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 masterplan shall be subject to a design review in accordance with Policy PM1. Any application for development should be preceded by, and consistent with, the agreed Masterplan.

In accordance with the relevant Local Plan policies, the masterplan and development of the site should be informed by and/or provide:

- a A wide mix of housing types, sizes and tenures, including affordable housing, housing for older people (with and without care provision), and serviced plots of land to contribute towards meeting evidenced demand for self-build and custom housebuilding;
- b Design codes shall be developed as part of or to supplement the masterplan for the site in accordance with Policy PM1;
- c Employment opportunities, community facilities, and convenience shopping provision in an accessible location to meet the day-to-day convenience shopping needs of new residents;
- d Formal and informal open spaces for leisure and recreation, including play areas, sports fields, allotments, in accordance with Policies PM3 and PM4 and community orchards 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;
- e Development on the site should be well-related to the existing settlement of Aylesham and respect the residential amenity of adjoining properties. Development should be located within the District boundary, to the north and east of Ackholt wood, along the Aylesham Road towards Snowdown Village and on the parcel of land to the east of the Aylesham Road;
- f Suitable access arrangements will be provided from Spinney Lane and Aylesham Road;
- g The following will be required in relation to wider strategic and local highway mitigation measures, to be informed by a Transport Assessment in accordance with Policy TI2:
 - i Improvements to the Spinney Lane/Adisham Road/Pond Lane Junction;
 - ii Improvements to the Holt Street/Aylesham Road Junction;
 - iii Proportionate financial contributions towards Whitfield and Duke of York roundabouts mitigation identified within Policy SP12;
 - iv Assess and identify impacts of the development on the strategic road network, in particular the access to the A2 from the B2046 and the A256/A257 Junction identified within Policy SP12, and deliver or contribute proportionately towards any required mitigation;
 - v An assessment of the impacts of the proposed development on the surrounding rural road network, identifying any mitigation as required.
- h On and off-site sustainable transport measures including new and improved pedestrian links and cycle paths to connect the site with Snowdown railway station and the services and facilities

in Aylesham; and public transport provision which should include Thanet and Sandwich as destinations, informed by a Travel Plan which will be required in accordance with Policy TI2. The Travel Plan for the site should include targets and measures to achieve a modal shift from private car to sustainable travel modes of a minimum 10%, with opportunities for feedback and incentives for use for an initial period, to be agreed with the Local Highway Authority;

- i Improvements to the Public Right of Way network to increase connectivity in the area;
- j Protection and enhancement of heritage assets and their settings through appropriate mitigation measures, to be informed by a Heritage Statement and Archaeological Assessment;
- k Protection and enhancement of the area of ancient woodland identified on-site (Ackholt Woods). This should include at least a 20 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;
- l The layout of the development should be informed by a Landscape and Visual Impact Assessment, which should also inform the detailed provision of a generous landscape buffer to the south and west of the site to minimise visual impact on the surrounding landscape and mitigate impact on the AONB and appropriate structural and internal landscaping. Existing landscape features such as hedgerows, trees and field boundaries shall be maintained and incorporated into the design and layout of the development;
- m Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- n A site-specific Flood Risk Assessment, including a comprehensive investigation into surface water flood risk, must be carried out in accordance with Policy CC5. This shall inform the application of the Sequential Approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas;
- o Necessary utilities, including integrated communications infrastructure to facilitate home-working. The developer should consult the relevant water authority at an early stage to ensure that there will be sufficient capacity in the wastewater system to accommodate the development and any upgrades are carried out where necessary. The occupation of the development should be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider. The site layout should be planned to ensure future access to existing water and wastewater infrastructure for maintenance and upsizing purposes; and
- p Financial contributions towards the delivery of required off-site infrastructure including, but not limited to, strategic highways mitigation, education provision, sports, social and community facilities and local bus services in accordance with Strategic Policy 11, having regard to the Infrastructure Delivery Plan. Contributions will be directed towards the upgrade of existing facilities within Aylesham village.

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 masterplan, and will not prejudice the implementation of the site as a whole.

SAP25 - Aylesham Development Area

4.205 The site is situated to the south-east of the settlement of Aylesham and is adjacent to the settlement confines. To the north of the site lies a cluster of community uses, including the library. To the south and west of the site lies the housing allocation to the South of Aylesham (SAP24). The site is well-connected and is situated within good proximity to the local centre, the train station and community facilities.

4.206 The site forms part of a wider employment allocation that was identified in the 2002 Dover District Local Plan, part of which has now been delivered. There is the potential for this site to come forward in conjunction with the additional homes planned to the south of Aylesham to create sustainable employment opportunities.

4.207 The site slopes from north to south and the site should be designed and landscaped to reduce the visual impact. The site is situated within Ground Water Source Protection Zones 2 and 3.

SAP25 - Aylesham Development Area

The site as shown on the policies map is allocated for employment uses, including office (Class E (g)(i)); research and development (Class E(g)(ii)); industrial processes (Class E(g)(iii)); B2 uses and restaurant (Class E (b)), with an indicative capacity of 8,500 sq.m.

Proposals for the site must comply with the following criteria:

- a The overall scale, mass and height of development will need to take account of the topography of the site and be in keeping with the adjacent residential uses and smaller scale commercial uses;
- b An appropriate landscape buffer and structural planting are required to mitigate the impact of development. These should include retention and enhancement of the existing screening along the eastern, southern and western boundaries in order to mitigate the impact of development on the countryside and provide opportunities for biodiversity habitat creation and enhancement;
- c Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- d An Archaeological Assessment for the site must be carried out in accordance with Policy HE3 Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any archaeological assets identified through the assessment;
- e Pedestrian and cycle links which connect to and extend and enhance existing routes and/or provide new routes to Aylesham railway station shall be provided;
- f A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development; and
- g The occupation of the development should be phased 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.

HRS2 - Former Snowdown Colliery Heritage Regeneration Opportunity Site, Aylesham

4.208 The former colliery site has been disused since its closure in 1987 and is one of two heritage regeneration opportunity sites in this Plan (Policy SP6). It is set adjacent to Snowdown railway station and the hamlet of Snowdown, a cluster of housing originally constructed for workers at the colliery. The railway line runs along the western boundary with substantial natural landscape screening around the site except for the northern boundary with Holt Street, where the remaining industrial colliery buildings are visible.

4.209 The site is 39.94ha in size, with the existing buildings set to the north of the site in a cluster and the remainder of the site either open or covered with vegetation. The majority of the site has returned to nature since the closure of the colliery. The site includes the grade II listed building Fan House and Winder House No.2. The shale heap and other buildings within the site are considered as non-designated heritage assets. There is the potential for archaeological evidence of the Former Bath House. Ecological assets on the site shall be maintained and enhanced, and the local wildlife site and ancient woodland at Ruberries Wood shall be protected. To the east of the site is Fredville Park, a 100ha wood and parkland identified in the Kent Gardens Compendium, which must be considered in design proposals for the site, as set out in Policy HE4. The site is situated within a Ground Water Source Protection Zone.

4.210 Development proposals will need to include a long-term sustainable vision for investment in the re-use of the former colliery buildings. There is the potential for mixed uses. The development capacity of the site will be informed by the site investigations and the need to preserve or enhance the designated and non-designated heritage assets.

HRS2 – Former Snowdown Colliery, Heritage Regeneration Opportunity Site, Aylesham

The site as shown on the policies map, is identified as a heritage regeneration opportunity site to facilitate the re-use of the designated and non-designated heritage assets, by providing viable uses which contribute to delivering a sustainable future for the former colliery. A masterplan is required for the site to set out the quantum and distribution of land uses, and sustainable design and layout principles. This should be prepared by the landowners and/or developers, working with key stakeholders. Any application for development should be preceded by, and consistent with, the agreed masterplan. The masterplan shall be subject to a design review in accordance with Policy PM1.

The masterplan and development of the site must be informed by and/or comply with the following criteria:

- a A Heritage Statement for the site must be submitted in accordance with Policy HE1 the results of which should inform the layout and design of the development;
- b An Archaeological Assessment for the site must be carried out in accordance with Policy HE3 Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment;
- c 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;

- 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. 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 into the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement;
- e A Travel Plan will be required and pedestrian links to Snowdown railway station shall be improved and a parking need assessment provided;
- f The following will be required in relation to wider strategic and local highway mitigation measures, to be informed by a Transport Assessment in accordance with Policy TI2:
 - i improvements to the Holt Street/Aylesham Road Junction;
 - ii assess and identify impacts of the development on the strategic road network, in particular the access to the A2 from the B2046, and deliver any required mitigation;
- g 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, and contribute to wider ecological networks;
- 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;
- i The occupation of the development should be phased 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
- j A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development.

SAP27 - Land at Dorman Avenue North (AYL001)

4.211 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following site, as defined on the policies map, is allocated for housing in Aylesham.

SAP27 - Land at Dorman Avenue North (AYL001)

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
AYL001 Land at Dorman Avenue North	9	<p>Arboricultural Impact Assessment/Tree Surveys are required which should demonstrate how factors such as root protection have been given consideration through the design process. Final site capacity and layout is to be informed by the Arboricultural Impact Assessment and Tree surveys.</p> <p>Archaeological Assessment is required.</p> <p>Southern Water's underground infrastructure crosses the site.</p> <p>The site layout should be planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purpose.</p> <p>Site is within Ground Water Source Protection Zones 2 and 3.</p>

Local Centres: Eythorne and Elvington, Eastry, Kingsdown, Shepherdswell, St Margaret's-at-Cliffe, Wingham and Ash

4.212 These villages are the largest of the District's rural settlements. Eastry, Wingham and Ash are situated in the northern part of the District, to the west of the town of Sandwich. St Margarets-at-Cliffe lies close to the coast roughly midway between the two major settlements of Dover and Deal, with Kingsdown also on the coast approximately 3 miles to the south of Deal. Shepherdswell is located to the north of Dover just to the east of the A2 on the border with Canterbury District. Eythorne and Elvington are approximately two miles to the north-east of Shepherdswell.

4.213 Areas at risk of flooding lie adjacent to the village of Wingham. The village of St Margarets-at-Cliffe is located within the Kent Downs AONB which adjoins the majority of the boundary of the settlement. The Kent Downs AONB also abuts the south-western boundary of the settlement of Kingsdown. The landscape setting of St Margarets-at-Cliffe, together with the coastal village of Kingsdown, is therefore highly attractive and sensitive, encompassing the AONB, Coastal Change Management Areas, stretches of Heritage Coast and areas of protected SSSI.

4.214 This group of large villages reflect the extensive history of occupation and settlement which has shaped the heritage and character of this District. Eastry was once home to the royal hall of Kentish kings while Ash enjoys a well-documented history of settlement since the Roman period and Wingham is mentioned in the Domesday book. By contrast the character of the coastal communities of Kingsdown and St Margarets-at-Cliffe today reflects their development during the 19th century when the former modest villages became fashionable seaside destinations for the wealthy and middle class. A pit village was developed at Elvington providing accommodation for the influx of mine workers servicing the short-lived East Kent coalfields.

4.215 All these villages play a role as local centres, serving the needs of their own residents and those of adjoining small villages and hamlets. They have a very good range of services and facilities. Each of these Local Centres has a primary school, a local food store, a pub and Post Office facilities. Shepherdswell has a railway station on the London Victoria to Dover line and Ash, Eastry, Kingsdown, St Margarets-at-Cliffe and Wingham are served by regular bus services. GP services are available at Ash, St Margarets-at-Cliffe, Shepherdswell and Wingham. They also offer a range of tourist attractions including the Wingham Wildlife Park which is home to the largest number of animal species of Kent wildlife parks and is the District's top tourist attraction in terms of visitor numbers. The Historic Park and Garden of Waldershare Park is immediately to the south of Eythorne, which is also on the East Kent Light Railway line. This heritage line, which was originally built to serve the collieries 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.

4.216 To help sustain and strengthen the role of these local centres, additional housing over the lifetime of this Plan is considered appropriate. An employment Site Allocation is also made in Eastry to support the rural economy. In accordance with SP3 development in the rural areas of the District 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.

4.217 The Ash Neighbourhood Plan (2021) makes a number of Site Allocations in Ash. Given this no further Site Allocations are proposed here. The Local Plan should however be read in conjunction with the Ash Neighbourhood Plan.

Eythorne and Elvington

4.218 The following site allocations are proposed in Eythorne and Elvington:

Figure 4.7 Map of Site Allocations in Eythorne and Elvington

Eythorne and Elvington

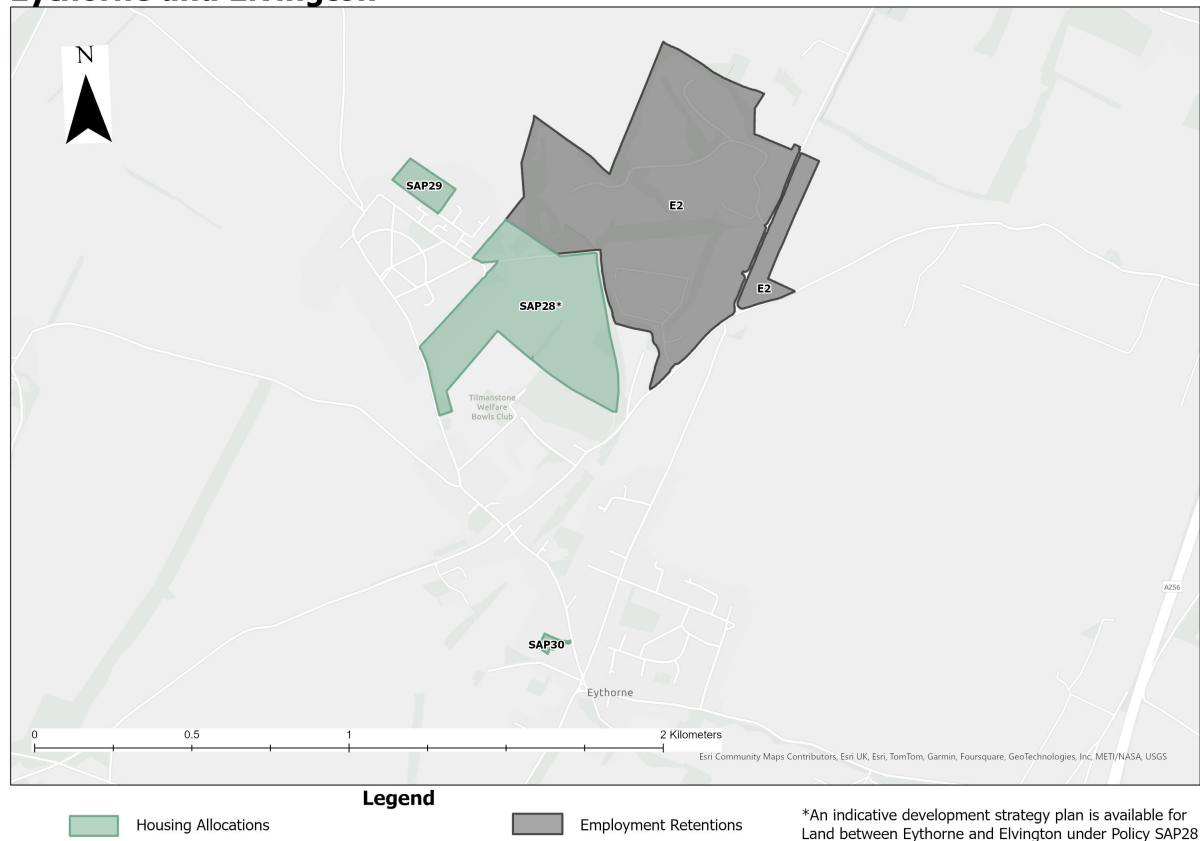


Table 4.5 Site Allocations in Eythorne and Elvington

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land between Eythorne and Elvington (EYT003/EYT009/EYT012)	SAP28	Urban extension delivering a mix of uses.	300
Land on the south-eastern side of Roman Way, Elvington (EYT008)	SAP29	Housing	50
Chapel Hill Eythorne (TC4S039)	SAP30	Housing	5
Pike Road Industrial Estate (ELR5a&b)	E2	Employment	N/A

SAP28 - Land between Eythorne and Elvington (EYT003/EYT009/EYT012)

4.219 Eythorne and Elvington are located to the north of the District, between the A2 and A256. Both settlements are within the Parish of Eythorne which at the 2011 census had a population of 2,594. The closest train station is approximately 2 miles away in the Local Centre of Shepherdswell.

4.220 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 collieries 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.

4.221 Elvington, which was mostly built in the early 20th Century to serve the nearby coal mine at Tilmanstone, is located approximately 300 metres to the north of Eythorne and has its own settlement confines.

4.222 Eythorne has a number of services and facilities including two village halls, a primary school (which also serves Elvington), two churches, one public house, a café, a post office, village shop and a playground. Elvington has a village hall and church, a small parade of shops (with hairdressers and takeaways) and a recreation ground. To the north-east of the two settlements lies the Pike Road Industrial Estate which offers a mix of units of varying age; current occupiers include road haulage companies and Tilmanstone Salads.

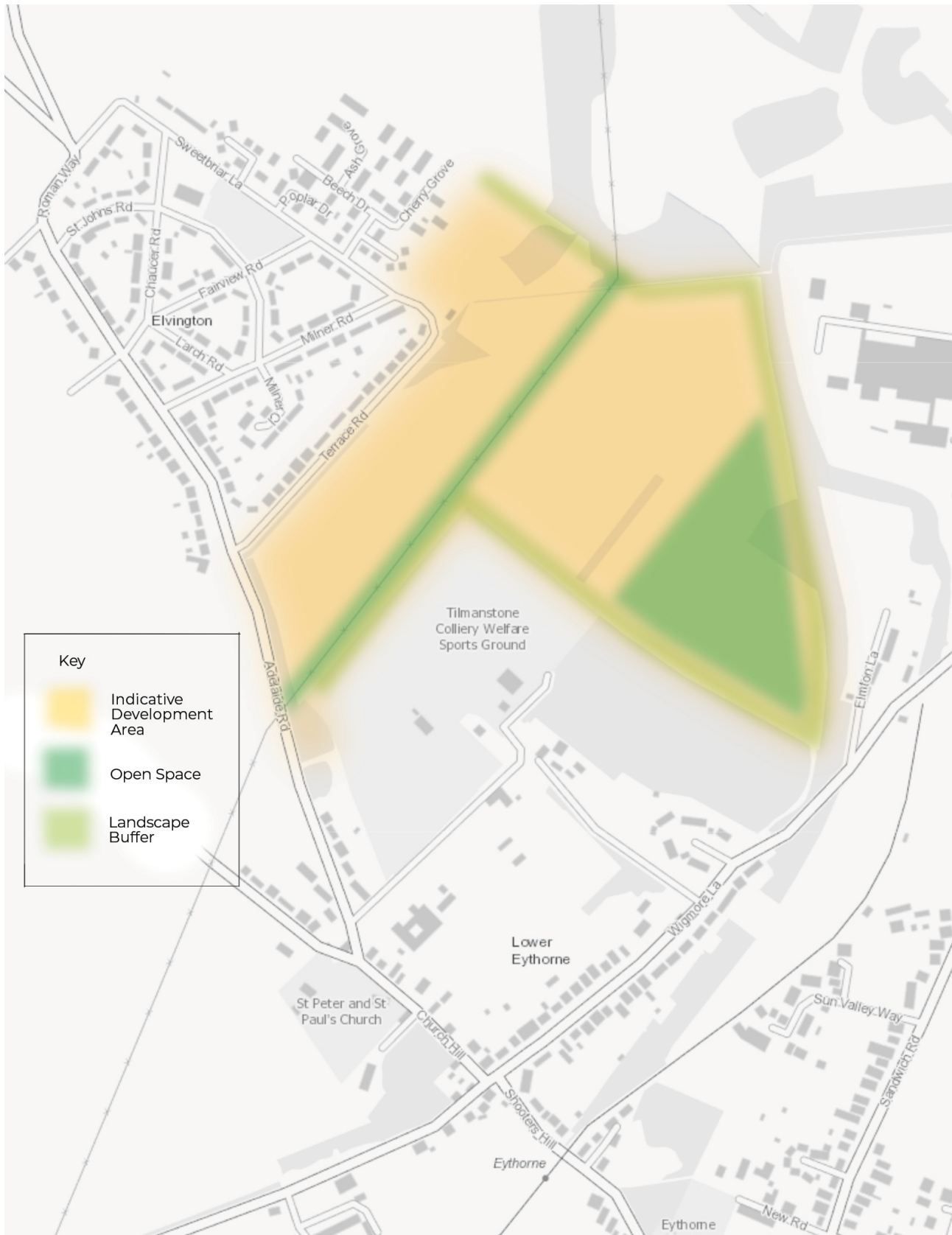
4.223 Eythorne and Elvington were previously identified as villages in Policy CP1 of the Core Strategy (2010). However the Settlement Hierarchy study conducted by the Council shows that both these settlements score well in relation to the number of services and facilities provided. Given this, as part of the Council's strategy for the rural area it is proposed to grow the villages of Eythorne and Elvington to strengthen the settlements' roles as local centres, with new services and facilities to be delivered alongside new homes.

4.224 Through the Housing and Economic Land Availability Assessment work the Council has identified an area of land between Eythorne and Elvington for the delivery of approximately 300 new homes (HELAA Refs: EYT003, EYT009, EYT012). The site is made of of several parcels of land but should be designed and implemented as one contiguous scheme, established through a jointly prepared masterplan. Each phase of development, regardless of ownership, shall provide adoptable highways and services up its boundaries to enable subsequent phases to be delivered. No 'ransom strip' or other gap should be left between the highway and the site boundary.

4.225 The site sits centrally between Eythorne and Elvington, adjacent to the existing settlement boundary of Elvington. 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. It is located within 1km of known turtle dove territory, a priority species. 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.

4.226 SAP28 allocates the land to the east of Adelaide Road for development in accordance with the growth and settlement strategy set out in the Plan. An indicative site plan is provided below for context.

Figure 4.8 Land between Eythorne and Elvington - Indicative Development Strategy (Policy SAP28)



SAP28 - Land between Eythorne and Elvington (EYT003/EYT009/EYT012)

An extension is planned to Eythorne and Elvington to create a new sustainable community, incorporating garden village principles.

Land is allocated to the east of Adelaide Road to deliver approximately 300 new homes over the Plan period.

A masterplan is required for the site which should set out the quantum and distribution of land uses, access, sustainable design and layout principles and a phasing and implementation strategy. This should be prepared jointly by the land owners/developers, working with key stakeholders. Any application for development should be preceded by, and consistent with, the agreed masterplan. The masterplan shall be subject to a design review in accordance with Policy PM1.

In accordance with the relevant Local Plan policies, the masterplan and development of the site should provide:

- a A wide mix of housing types, sizes and tenures, including affordable housing; housing for older people; and serviced plots of land to contribute towards meeting evidenced demand for self-build and custom housebuilding;
- b Design codes shall be developed as part of or to supplement the masterplan for the site in accordance with Policy PM1;
- c Community facilities, employment opportunities such as office/work hubs, and a convenience shop in an accessible location and of a scale to meet the day-to-day convenience shopping needs of new residents;
- 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, including the nesting and foraging habitats of turtle doves;
- e To avoid settlement coalescence development on the site should be well related to the existing settlement of Elvington and maintain visual and physical separation between Elvington and Eythorne;
- f Suitable access arrangements will be provided from Adelaide Road and Terrace Road, with associated improvements and traffic-calming measures to both Adelaide Road and Terrace Road where necessary;
- g The following will be required in relation to wider strategic and local highway mitigation measures, to be informed by a Transport Assessment in accordance with Policy TI2:
 - i Consideration of the need for traffic management improvements to Church Hill and Adelaide Road, including a review of parking restrictions;
 - ii A review of the impact on the surrounding rural road network, including cumulative impacts of other sites allocated in this plan on common road links including but not limited to Coxhill Road/Shepherdswell Road link, and mitigation where necessary;

- h On and off-site sustainable transport measures including new and improved pedestrian links and cycle paths to connect the site with the services and facilities in Eythorne and Elvington; and public transport provision, informed by a Travel Plan which will be required in accordance with Policy TI2;
- i Improvements to the Public Right of Way network to increase connectivity in the area;
- j A Heritage Statement, to include appropriate archaeological investigations must be carried out in accordance with Policy HE1 and Policy HE3, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment;
- k The layout of the development should be informed by a Landscape and Visual Impact Assessment, which should also inform the detailed provision of a generous landscape buffer to the north/north-west of the site, 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 where necessary to provide suitable access;
- l Sustainable urban Drainage Systems should be integrated into on-site multi-functional green space and landscape provision;
- m A site-specific Flood Risk Assessment, including a comprehensive investigation into surface water flood risk, must be carried out in accordance with Policy CC5. This should inform the Sequential Approach which should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas;
- n Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- o Necessary utilities, including integrated communications infrastructure to facilitate home-working. The developer should consult the relevant water authority at an early stage to ensure that there will be sufficient capacity in the wastewater system to accommodate the development and any upgrades are carried out where necessary. The occupation of the development should be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider. The site layout should be planned to ensure future access to existing water and wastewater infrastructure for maintenance and upsizing purposes;
- p The layout should be designed to ensure necessary separation between residential properties and the over head pylons. This should be informed by consultation with The National Grid; and
- q Financial contributions towards the delivery of required off-site infrastructure including, but not limited to, strategic highways mitigation, education provision, sports, social and community facilities, and local bus services in accordance with Strategic Policy 11 and having regard to the Infrastructure Delivery Plan.

In order to ensure that each site is planned and delivered comprehensively, any application for development on part of the site will be assessed against its contribution to the masterplan, and will not prejudice the implementation of the site as a whole.

SAP29 - Land on the south-eastern side of Roman Way, Elvington (EYT008)

4.227 The site is located to the north of Elvington and forms an indent within the settlement area. The site is part of a wider arable field with no separation or enclosure along the northern boundary. The site is rectangular in shape and sits on an elevated plateau.

4.228 To the south of the site is Sweetbriar Lane, which contains a series of cul-de-sacs consisting of two-storey semi-detached dwellings. To the east of the site is Ash Grove containing two-storey terraced residential houses built in the 1960s. The southern and eastern boundaries are formed by housing development with the land adjacent to the western boundary containing a PROW along which there's an existing mature hedgerow and embankment.

4.229 There are arable fields to the north-west and north of the site that form part of the open countryside beyond the settlement. A short distance to the south of the site is Elvington Community Centre and Elvington Recreation Ground, a designated open space that includes a children's playground. The site is within an Area of Archaeological Potential.

SAP29 - Land on the south-eastern side of Roman Way, Elvington (EYT008)

The site, Land on the south-eastern side of Roman Way, Elvington as shown on the policies map is allocated for an indicative capacity of 50 dwellings.

Development proposals for the site must meet the following criteria:

- a A landscape buffer shall be provided on the northern and western boundaries of the site, to screen the development from the wider countryside;
- b Primary vehicular, pedestrian and cycle access to the site shall be provided from Beech Drive;
- c A pedestrian crossing point is to be provided across Sweetbriar Lane to allow connection to the existing footway network and enhance access to services in the southern area of the settlement;
- d A Transport Statement is required in accordance with Policy TI2 to identify any additional off-site highway improvements and sustainable transport measures that are necessary to serve the development;
- e Consideration will need 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;
- f A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development;
- g An Archaeological Assessment for the site must be carried out in accordance with Policy HE3 Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any archaeological assets identified through the assessment; and
- h Open space and community facility requirements in accordance with Policies PM3 & PM6, shall be provided. Due to the location in close proximity to an existing community facility and other open space/play infrastructure, this site should seek to provide enhancements to those facilities through off-site contributions.

SAP30 - Chapel Hill, Eythorne (TC4S039)

4.230 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small site, as defined on the policies map, is allocated for housing in Eythorne.

SAP30 - Chapel Hill, Eythorne (TC4S039)

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
TC4S039 Chapel Hill, Eythorne	5	Existing trees and hedgerows along the western boundary of the site should be retained and enhanced to provide an appropriate landscape buffer. Flood Risk Assessment required, due to risk of surface water flooding. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.

Eastry

4.231 The following site allocations are proposed in Eastry:

Figure 4.9 Map of Site Allocations in Eastry



Table 4.6 Site Allocations in Eastry

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing capacity
Statenborough Farm, Eastry (TC4S076)	SAP31	Employment	N/A
Land at Buttsale Pond, Lower Street, Eastry (EAS002)	SAP32	Housing	80
Eastry Court Farm (EAS009)	SAP33	Housing	5
Land Adjacent to Cross Farm (TC4S023)	SAP33	Housing	10
Plot 1A, Land at Hay Hill (The Oaklands), Ham	H3	Gypsy and Traveller	N/A
Plot 2B Land at Hay Hill (Bluebell Place), Ham	H3	Gypsy and Traveller	N/A

SAP31 - Statenborough Farm, Eastry

4.232 The site comprises an established yard with existing agricultural and commercial uses and associated buildings. Access is from Felderland Lane, which leads onto the A256. The site is situated in the countryside between Eastry and Worth. There are three buildings at the site, one of which already has consent for a B2 use, the two remaining buildings have been in agricultural use. The site is 0.81ha in size.

4.233 The indicative site capacity of 2,000 sq.m is based on the footprint of the existing buildings. Whilst a sustainable development could be based around the re-use of these buildings, which are typical of agricultural areas, they are not of special archaeological or historic interest and could be replaced. The intention for the site is for commercial space to complement the existing businesses at the site for food and drink production, with a focus on Kentish products.

4.234 The site is situated near to residential dwellings, so proposals will need to be accompanied by a noise survey in order to protect amenity, and Public Right of Way EE251 passes through the site which needs to be retained and not obstructed.

SAP31 - Statenborough Farm, Eastry (TC4S076)

The site as shown on the policies map is allocated for employment uses falling within Use Classes E and B2, with an indicative capacity of 2,000 sq.m;

Proposals for the site must comply with the following criteria:

- a The design of new development or changes to the external appearance of the buildings must reflect the rural character of the area and use materials and a colour palette sensitive to the location within the countryside;
- b Primary vehicular, pedestrian and cycle access to the site shall be provided from the existing site access at Felderland Lane;
- c The occupation of the development should be phased 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;
- d A noise survey will be required to identify any potential mitigation to protect the amenity of neighbouring residents; and
- e PROW EE251 as defined on the KCC Public Rights of Way map shall be retained and not obstructed by vehicular parking associated with the allocated uses.

SAP32 - Land at Buttsole Pond, Eastry (EAS002)

4.235 The site is located to the south of Eastry and is in close proximity to the boundary of the settlement area. To the north of the site is an area of scrub forming part of the Eastry Hospital development whilst there are arable fields forming open countryside to the west, south and east of the site. Beyond the scrub to the north of the site lies Eastry Conservation Area. To the east of the site is Lower Street, a main access route into Eastry and has sporadic residential development that is mixture of two-storey Victorian terraced housing and large detached dwellings.

4.236 The site is an irregular rectangle shaped arable field with the land rising to the north. Much of the site is bounded by low lying hedgerows/bunding with sporadic trees. However the eastern frontage consists of mature vegetation stepped up from the carriageway level, broken by a cluster of dwellings.

4.237 A small area of the site on the eastern boundary may be at risk of surface water flooding. The site is also in an Area of Archaeological Potential.

SAP32 - Land at Buttsole Pond, Lower Street, Eastry (EAS002)

The site land at Buttsole Pond, Lower Street, Eastry as shown on the policies map is allocated for an indicative capacity of 80 dwellings.

Development proposals for the site must meet the following criteria:

- a Development should be low density and sensitively designed to respect the character of the area and take account of any approved plans for the adjoining site at the former Eastry Hospital;
- b 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 include the retention and enhancement of the existing trees/hedgerows around the site;
- c Development is to provide connections to the wood/scrubland to the north of the site where opportunities for biodiversity habitat creation and enhancement should be provided, and take account of any approved plans for this area coming forward as part of the adjoining site at the former Eastry Hospital;
- d Primary vehicular access is to be provided from the southern part of the site that adjoins Lower Street;
- e A pedestrian link is to be provided from the north of the site through land outside the boundary to Lower Street to provide a direct connection to the Eastry village and pedestrian crossing improvements within Eastry village;
- f 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;
- g A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development; and
- h A Heritage Statement, to include appropriate archaeological investigations, must be carried out in accordance with Policy HE1 and Policy HE3, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment.

SAP33 - Eastry Small Housing Sites

4.238 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small sites, as defined on the policies map, are allocated for housing in Eastry.

SAP33 - Eastry Small Housing Sites

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
EAS009 Eastry Court Farm, Eastry	5	<p>Development should be limited to the conversion of the traditional barns and through the redevelopment of the modern agricultural buildings.</p> <p>Existing trees and hedgerows should be retained and enhanced where possible and an appropriate landscape buffer provided along the northern and south-eastern boundaries of the site.</p> <p>Access to the site should be from Church Street.</p> <p>Heritage Statement is required to avoid or minimise harm to heritage assets including 1-2 Eastry Court Cottages (grade II), Eastry Court (grade I), St Mary's Church (grade I) and Eastry Conservation Area.</p> <p>Southern Water's underground infrastructure crosses this site. The site layout should therefore be planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes.</p> <p>Flood Risk Assessment is required, due to risk of surface water flooding. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.</p>
TC4S023 Land adjacent to Cross Farm, Eastry	10	<p>Existing trees and hedgerows should be retained and enhanced where possible and an appropriate landscape buffer provided along the eastern boundary of the site.</p> <p>Heritage Statement is required to avoid or minimise harm to heritage assets including Cross Farm House (grade II) and Eastry Conservation Area.</p> <p>Archaeological Assessment is required.</p>

Kingsdown

4.239 The following site allocations are proposed in Kingsdown:

Figure 4.10 Map of Site Allocations in Kingsdown

Kingsdown



Table 4.7 Site Allocations in Kingsdown

Site Name (HELA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land at Woodhill Farm, Ringwould Road (KIN002)	SAP34	Housing	50
Land adjacent Courtlands (TC4S074)	SAP35	Housing	5

SAP34 - Land at Woodhill Farm, Kingsdown (KIN002)

4.240 The site is immediately adjacent to the west of Kingsdown settlement area. The site is an open arable field with an area of scrub in the northern corner. To the north of the site is Glen Road, a residential area that consists of mainly large modern detached bungalows. To the south-west of the site lies wooded scrub and beyond to the west and south of the site is open arable fields that forms part of the open countryside beyond.

4.241 Immediately to the east of the site are Kingsdown and Ringwould Primary School playing fields and Kingsdown recreation ground and playground which are designated public open space. Beyond the recreation ground to the south and east is an informal green corridor of open space, known as 'The Butts'. Most of the existing boundaries are contained by a tree line and/or hedgerows. PROW route ER21 runs through the site, along the western boundary, providing connections to the north and to the centre of Kingsdown to the east via PROW ER5.

4.242 On the far side of Ringwould Road, directly to the south of the site, lies the Kent Downs AONB, and a short distance to the south-west lies The Lynch and Oxney Court Woods Local Wildlife Site. To the north of the site is the Dover & Folkestone Cliffs & Downs BOA. The site is within an Area of Archeological Potential.

SAP34 - Land at Woodhill Farm, Ringwould Road, Kingsdown (KIN002)

The site, Land at Woodhill Farm, Ringwould Road, Kingsdown as shown on the policies map is allocated for an indicative capacity of 50 dwellings.

Development proposals for the site shall include the following:

- a Development including the design, form, materials, colour palette and heights should be sensitive to the character of the area and setting of and views from and to the nearby AONB;
- b Development should be set back from the western boundary to mitigate impact on the AONB;
- c An appropriate landscape buffer along the boundary of the site and structural planting within the site, determined by a Landscape and Visual Impact Assessment, is required to mitigate the impact of development on the AONB and wider countryside and include the retention and enhancement of the existing trees/hedgerows around the site, specifically on the western and southern boundary;
- d Consideration will 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;
- e Primary vehicular and cycle access to the site shall be provided from Ringwould Road. This requires alignment of Ringwould Road to enable required visibility splays;
- f A safe and suitable pedestrian access needs to be secured from the site to the settlement. This should include improvements and/or connections to the nearby Public Right of Way and Bridleway network to provide all weather surfacing and lighting, where possible. For PROW ER5 to be the primary pedestrian access, this must be upgraded to a minimum of 2m in width and safe by design, with overlooking from the highway along the section which runs parallel to The Rise;
- g Due to the scale of development and close proximity to the Dover to Kingsdown Cliffs SAC and site of SSSI, a project level HRA is required. The HRA should consider the potential impact

pathway of significantly increased recreational disturbance and the relevant avoidance or mitigation measures required in line with Strategic Policy SP13;

- h A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development;
- i An Archaeological Assessment for the site must be carried out in accordance with Policy HE3 Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any archaeological assets identified through the assessment;
- j The occupation of the development should be phased 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;
- k 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 and must consider and identify mitigation for the Ringwould/A258 junction; and
- l Open space requirements in accordance with Policy PM3 shall be provided. However, due to the location adjacent to existing open space and play infrastructure, off-site contributions or provision of additional land within the scheme to upgrade or enhance these existing facilities will be sought.

SAP35 - Land adjacent Courtlands (TC4S074)

4.243 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small site, as defined on the policies map, is allocated for housing in Kingsdown.

SAP35 - Land adjacent to Courtlands (TC4S074)

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
TC4S074 Land adjacent Courtlands, Kingsdown	5	Existing trees and hedgerows along the southern and eastern boundaries of the site should be retained and enhanced to provide an appropriate landscape buffer. The site is within a Biodiversity Opportunity Area. Archaeological Assessment. The design and layout should take account of the topography of the area and views from the PROW network.

Shepherdswell

4.244 The following site allocations are proposed in Shepherdswell:

Figure 4.11 Map of Site Allocations in Shepherdswell

Shepherdswell

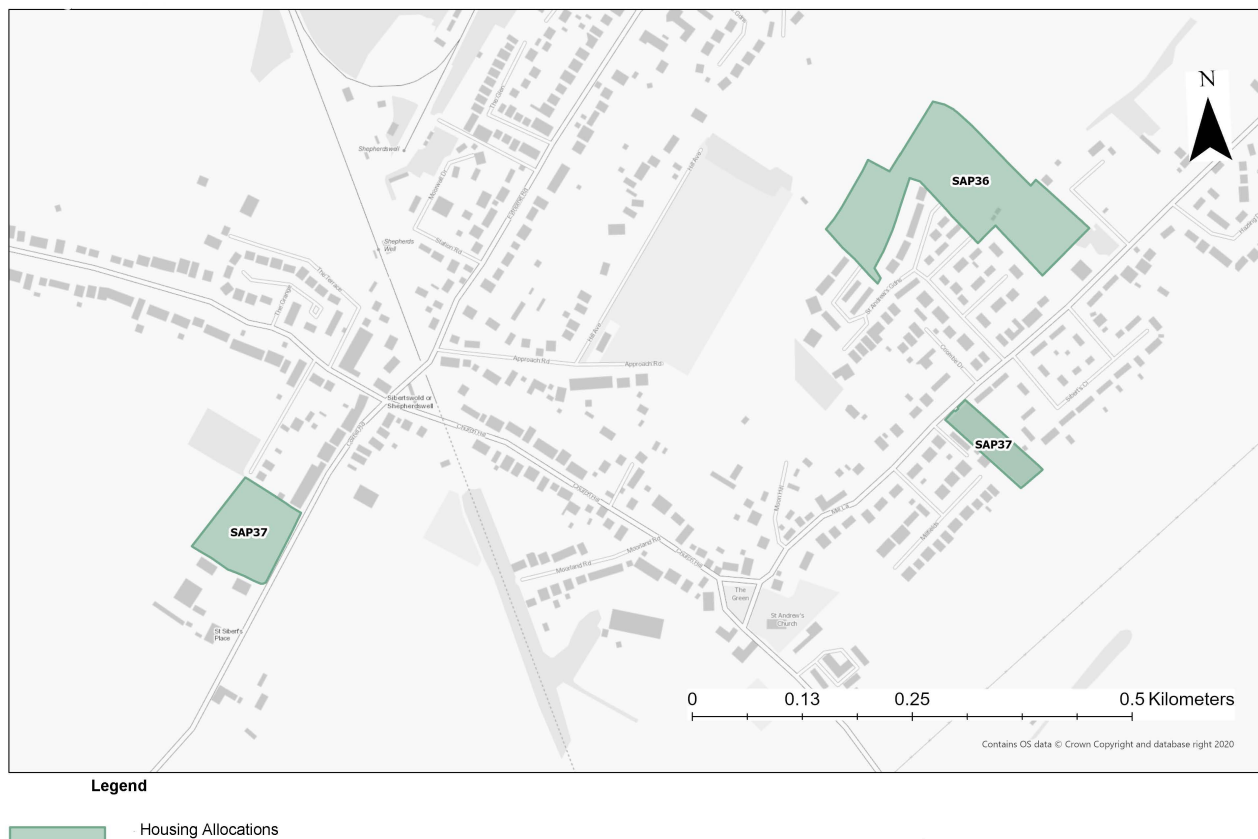


Table 4.8 Site Allocations in Shepherdswell

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land to the north and east of St Andrews Gardens and adjacent to Mill House (SHE004 & TC4S082)	SAP36	Housing	50
Land at Botolph Street Farm (SHE006)	SAP37	Housing	10
Land off Mill Lane (SHE008)	SAP37	Housing	10

SAP36 - Land to the north and east of St Andrews Gardens and adjacent to Mill House, Shepherdswell (SHE004/ TC4S082)

4.245 The site adjoins the east of Shepherdswell with the settlement boundary bordering the southern boundary of the site. The site is irregular shaped with the land rising from north to south. The site is comprised of a collection of individual fields and paddocks. The south-eastern field boundary is contained by trees and there are some further trees along the eastern boundary of the larger part of the site. The northern fields of the site are part of larger fields and as a result have no boundary screening.

4.246 To the south of the site is St. Andrews Gardens, a residential area which consists of single-storey large detached and semi-detached bungalows. There is a Doctor's surgery to the south of the site along Mill Lane and to the north-east, north and west is open rural countryside.

4.247 A short distance to the north-west of the site is The Knees and Disused Railway Line, a Local Wildlife Site and to the west, beyond an open field that the site forms part of, is Shepherdswell Recreation ground, a large area of designated open space. The site is within an Area of Archaeological Potential.

4.248 The site is made of of two parcels of land but should be designed and implemented as one contiguous scheme, where possible. Each phase of development, regardless of ownership, shall provide adoptable highways and services up its boundaries to enable subsequent phases to be delivered. No 'ransom strip' or other gap should be left between the highway and the site boundary.

SAP36 - Land to the north and east of St Andrews Gardens and adjacent to Mill House, Shepherdswell (SHE004 & TC4S082)

The site, Land to the north and east of St Andrews Gardens and adjacent to Mill House, Shepherdswell as shown on the policies map, is allocated for an indicative capacity of 50 dwellings.

Development proposals for the site must meet the following criteria:

- a The existing trees along the southern boundary of the site are to be retained and enhanced with new screening to be provided to the north-west and western boundaries to mitigate the impact of development on the countryside, and provide opportunities for biodiversity habitat creation and enhancement;
- b Trees which need to be removed to enable an access to be provided to the site, shall be kept to the minimum needed to provide necessary visibility, and will be required to be replaced on-site;
- c Vehicular, pedestrian and cycle access shall be provided from St. Andrews Gardens and Mill Lane. A link between the two parcels of the site shall be provided and retained thereafter to allow for emergency vehicle access. A speed survey is required to clarify and address visibility restrictions and ensure the provision of a safe and suitable access to the site;
- d Provide off-site pedestrian improvements which include crossings with dropped kerbs with tactile surfacing at road junctions within the St. Andrews Garden Estate;
- e Provide pedestrian crossing improvements on Mill Lane;
- f Ensure appropriate species and habitat surveys are carried out prior to application submission. 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;
- g A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development;
- h An Archaeological Assessment for the site must be carried out in accordance with Policy HE3 Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any archaeological assets identified through the assessment;
- i 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;
- j Layout is planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes; and
- k Open space requirements in accordance with Policy PM3 shall be provided. However, due to the location nearby to existing open space infrastructure, off-site contributions to upgrade or enhance nearby facilities may be sought rather than on-site provision.

SAP37 - Shepherdsweil Small Housing Sites

4.249 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small sites, as defined on the policies map, are allocated for housing in Shepherdsweil.

SAP37 - Shepherdsweil Small Housing Sites

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
SHE006 Land at Botolph Street Farm, Shepherdsweil	10	<p>Transport Statement. This must take into account the cumulative impact of this and other sites allocated in this Plan on common road links.</p> <p>Existing trees and hedgerows along the boundary of the site should be retained and enhanced, where possible, to provide an appropriate landscape buffer. The removal of trees/hedgerows will be permitted, where necessary to facilitate safe access for vehicles and pedestrian connectivity to existing footway.</p> <p>Heritage Statement is required to avoid or minimise harm to heritage assets including 1 & 2 Oast Cottages (grade II) and wall and piers to east of St Siberts Place (grade II).</p> <p>Archaeological Assessment is required.</p> <p>Flood Risk Assessment required, due to risk of surface water flooding. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.</p> <p>Improvements required to PROW ER81, which is within the site boundary.</p>
SHE008 Land off Mill Lane, Shepherdsweil	10	<p>Transport Statement. This must take into account the cumulative impact of this and other sites allocated in this Plan on common road links.</p> <p>Existing trees and hedgerows along the boundary of the site should be retained and enhanced to provide an appropriate landscape buffer.</p> <p>Archaeological Assessment is required.</p> <p>Flood Risk Assessment required, due to risk of surface water flooding. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.</p>

St Margaret's-at-Cliffe

4.250 The following site allocations are proposed in St Margaret's-at-Cliffe:

Figure 4.12 Map of Site Allocations in St Margaret's-at-Cliffe

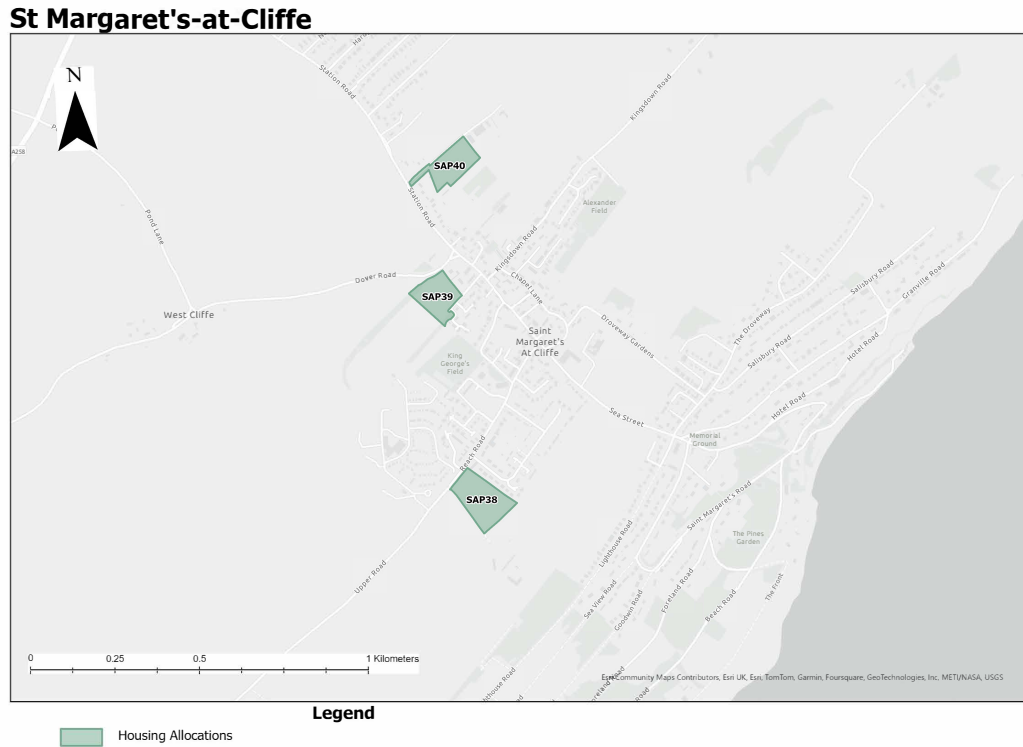


Table 4.9 Site Allocations in St Margaret's-at-Cliffe

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way (STM003)	SAP38	Housing	40
Land to the west of Townsend Farm Road (STM007 & STM008)	SAP39	Housing	36
Land at New Townsend Farm, Station Road (STM006)	SAP40	Housing	10

SAP38 - Land adjacent to Reach Road bordering Reach Court Farm, St Margaret's-at-Cliffe (STM003)

4.251 The site is located on the south-western edge of the northern St Margaret's-at-Cliffe settlement confines. To the north-west of the site is a St Margaret's Bay holiday park and to the north Langdon Close containing detached bungalows. Adjoining this site to the east is Roman Way a residential road that consists of semi detached bungalows. There are arable fields that form part of the open countryside to the south and west.

4.252 The site is an elongated quadrilateral shape and is currently part of a series of agricultural fields. The site is bounded by a thick tall hedgerow along Reach Road to the west, a tree line that extends part of the way from the rear of Roman Way towards the Reach Court Farm in the south, and another tree line along the site's south-western boundary.

4.253 The western half of the site falls within the Kent Downs AONB and South Foreland Heritage Coast designations. A short distance to the south lies the Dover to Kingsdown Cliff SSSI and SAC. A small area of land with the potential to be contaminated is situated within the western half of the site.

SAP38 - Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way, St Margaret's-at-Cliffe (STM003)

The site Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way, St Margaret's-at-Cliffe as shown on the policies map, is allocated for an indicative capacity of 40 dwellings.

Development proposals for the site must meet the following criteria:

- a The design, form, materials, colour palette and heights of buildings must be sensitive to the site's location within the Kent Downs AONB and South Foreland Heritage Coast;
- b The landscaping scheme should:
 - i Be designed to mitigate the impact of the development on the Kent Downs AONB and transition to the rural landscape, including the retention of existing trees/hedgerows along the north-western boundary, and provision of a landscaped buffer to the south-western and south-eastern boundaries through enhancement to the existing trees/hedgerows and to include additional tree planting.
 - ii Provide opportunities for biodiversity habitat creation and enhancement to support the Dover and Folkestone Cliffs and Downs Biodiversity Opportunity Area.
- c Vehicular access is to be provided from Reach Road. Trees which need to be removed to enable the access to be provided, shall be kept to the minimum needed to provide the access and any necessary visibility, and will be required to be replaced on-site;
- d A footway connection must be provided with the existing footway on the southern side of Reach Road;
- e Off-site pedestrian improvements which include crossings with dropped kerbs and tactile surfacing at Roman Way, Reach Close, Royston Gardens and across Reach Road must be provided;
- f A site-specific Flood Risk Assessment must be submitted and should consider the impacts of climate change over the lifetime of the development; and
- g 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.

SAP39 - Land to the west of Townsend Farm Road, St Margarets-at-Cliffe (STM007/ STM008)

4.254 The site is located on the north-western edge of St Margaret's-at-Cliffe settlement confines. To the east of the site is Ash Grove, a residential area consisting of collection of modern two-storey terraced dwellings and immediately beyond is Townsend Farm Road consisting of large two-storey detached dwellings. To the north-west, west and south-west of the site is open arable fields that form the rural countryside beyond.

4.255 The western and northern half of the site falls within the Kent Downs AONB. St Margaret's-at-Cliffe Conservation Area lies immediate to the east of the site and King George V playing field, a designated open space, is to the south. There is a PROW that runs along a track to the west that adjoins the north-west of the site. The trees that are in the north-east of site are covered by a TPO.

4.256 The site is roughly rectangular in shape and consists of a field and part of a larger field that are arable and form a small ridge on the edge of the settlement. The site slopes gently downwards from the centre towards the north-west and benefits from tree/hedge cover along its much of its boundary with only the west exposed to the larger part of the field beyond.

SAP39 - Land to the west of Townsend Farm Road St Margaret's-at-Cliffe (STM007 & STM008)

The site Land to the west of Townsend Farm Road, St Margaret's at Cliffe, as shown on the policies map is allocated for an indicative capacity of 36 dwellings.

Development proposals for the site shall include the following:

- a The design, form, materials, colour palette and heights of buildings must be sensitive to the site's location within the Kent Downs AONB;
- b A sensitive landscaping scheme and appropriate landscape buffer along the northern and western boundary, as determined by a Landscape Visual Impact Assessment, is required to mitigate the impact of development on the AONB;
- c 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 into the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement;
- d Primary vehicular, pedestrian and cycle access to the site shall be provided from Townsend Farm Road;
- e Provide localised widening to Townsend Farm Road and reconfiguration of existing highway junction with Ash Grove;
- f Provide pedestrian crossing improvements (dropped kerbs with tactile paving) at Townsend Farm Road near the Junction with the High Street;
- g The design and layout of the site should provide connections and improvements to the PROW along the western boundary;
- h A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development;
- i A Heritage Statement, to include appropriate archaeological investigations must be carried out in accordance with Policy HE1 and Policy HE3, the results of which should inform the layout and

design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment; and

- j Layout is planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes.

SAP40 - Land at New Townsend Farm, Station Road, St Margaret's (STM006)

4.257 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small sites, as defined on the policies map, are allocated for housing in St Margaret's-at-Cliffe.

SAP40 - Land at New Townsend Farm, Station Road, St Margaret's (STM006)

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
STM006 Land at New Townsend Farm, Station Road, St Margaret's	10	<p>Speed survey is required to clarify visibility restrictions and ensure the provision of a safe and suitable access to the site.</p> <p>Site is suitable for executive homes.</p> <p>The site is in the AONB and any scheme coming forward on this site should be designed to be appropriate to the site's sensitive location within the Kent Downs AONB in respect of scale, form, materials and colour palette.</p> <p>Existing trees and hedgerows should be retained and enhanced and an appropriate landscape buffer provided along the northern and eastern boundary to mitigate the impact of development on the AONB.</p> <p>Archaeological Assessment is required.</p> <p>Flood Risk Assessment required, due to risk of surface water flooding. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.</p>

Wingham

4.258 The following site allocations are proposed in Wingham:

Figure 4.13 Map of Site Allocations in Wingham

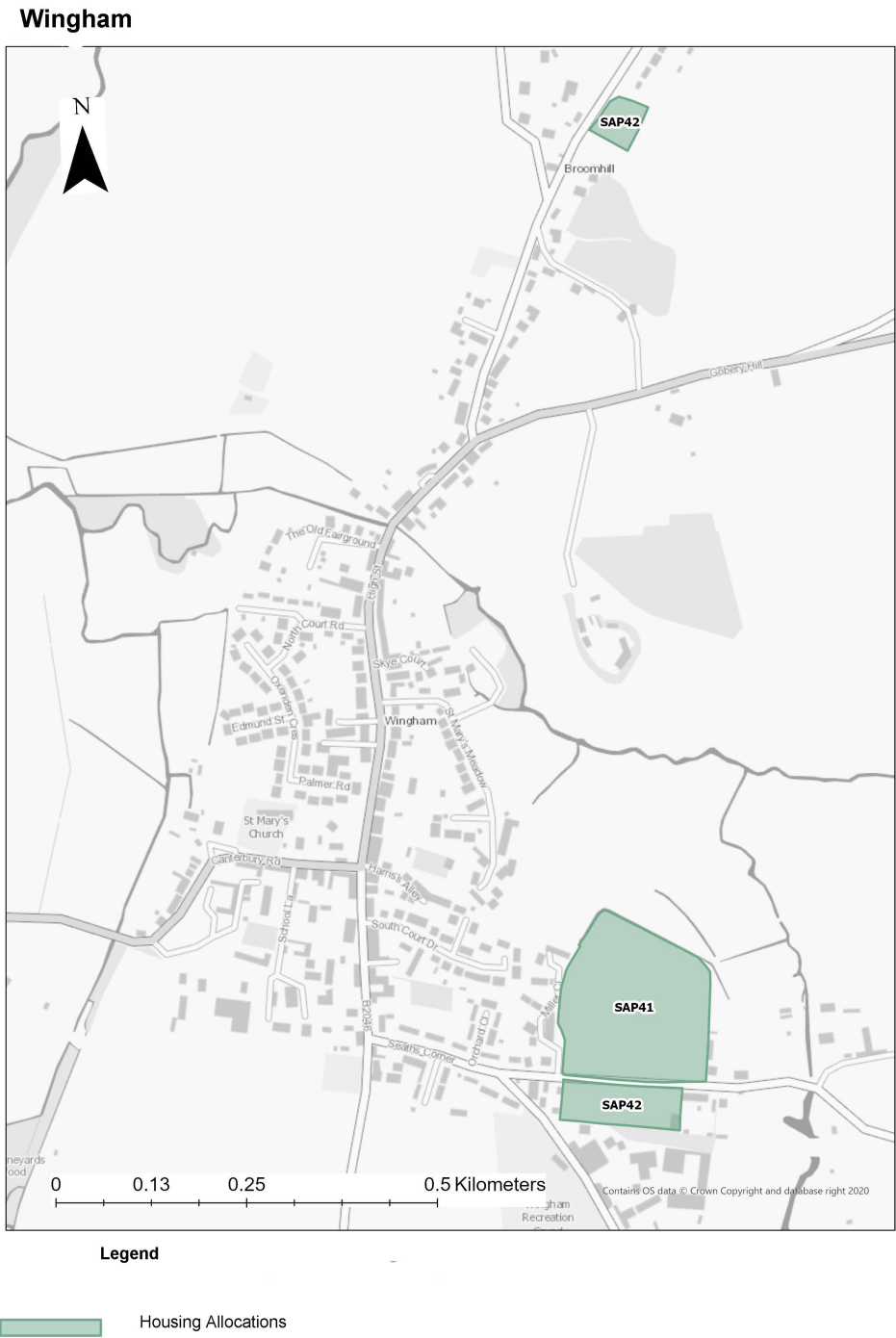


Table 4.10 Site Allocations in Wingham

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Footpath Field, Staple Road (WIN014)	SAP41	Housing	75
Land adjacent to Staple Road (WIN003)	SAP42	Housing	20
Land adjacent to White Lodge, Preston Hill (WIN004)	SAP42	Housing	8

SAP41 - Footpath Field, Wingham (WIN0014)

4.259 The site is located to the south-east of Wingham with the western boundary bordering the settlement confines. The site is roughly square-shaped and currently is an arable field that slopes downwards in the north. There is built development along the western boundary and majority of the eastern boundary with a strong line of mature trees along the northern boundary. The southern boundary of the site faces onto Staple Road.

4.260 To the west of the site is Miller Close, a residential area consisting of two-storey dwellings. SAP42 (WIN003) lies opposite this site to the south across Staple Road. To the north and north-east of the site is open countryside with a chalet bungalow and light industrial units to the east.

4.261 A short distance to the west of the site is Wingham Conservation Area and close by to the south-west is Wingham Recreation Ground, a designated open space. There is a PRow that runs diagonally through the site from the western boundary to the south-eastern connecting with Staple Road.

4.262 The Dambridge Waste Water Treatment Works is located a short distance away, to the north-east of the site.

SAP41 - Footpath Field, Staple Road, Wingham (WIN014)

The site, Footpath Field, Staple Road, Wingham as shown on the policies map is allocated for an indicative capacity of 75 dwellings.

Development proposals for the site shall include the following:

- a Development should be sensitively designed to respect the character of the built area to the west of the site and to allow transition to the rural landscape;
- b A sensitive landscaping scheme and appropriate landscape buffer determined by a Landscape Visual Impact Assessment is required to mitigate the impact of development on the wider countryside. The existing trees/hedgerows along the southern and eastern edge of the site are to be maintained and enhanced;
- c Consideration will need 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 into the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement;
- d Primary vehicular, pedestrian and cycle access to the site shall be provided via either Staple Road or Miller Close and should include traffic calming features on Staple Road and connections to the existing footway network;
- e The design and layout of the site should retain and enhance the existing PRow that crosses the site to increase connectivity in the area;
- f The site is over 1ha in size and a Flood Risk Assessment is required which should include an appraisal of the impact of climate change;
- g Development must include appropriate air quality mitigation measures as set out in the Air Quality Study;
- h Layout is designed to ensure future access to existing wastewater infrastructure for maintenance and upsizing;
- 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 evidence that there is no severe impact on the highway network and identify appropriate mitigation;
- j Open space requirements in accordance with Policy PM3 shall be provided. However, due to the location of nearby existing open space infrastructure, off-site contributions to upgrade or enhance nearby facilities may be sought rather than on-site provision; and
- k Development must include appropriate odour mitigation measures to mitigate any impact from the nearby Dambridge Waste Water Treatment Works.

SAP42 - Wingham Small Housing Sites

4.263 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small sites, as defined on the policies map, are allocated for housing in Wingham.

SAP42 - Wingham Small Housing Sites

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
WIN003 Land adjacent to Staple Road	20	Speed survey is required to clarify visibility restrictions and ensure the provision of a safe and suitable access to the site. Existing trees and hedgerows should be retained and enhanced. Noise Assessment is required
WIN004 Land adjacent to White Lodge, Preston Hill	8	Speed survey is required to clarify visibility restrictions and ensure the provision of a safe and suitable access to the site. Existing trees and hedgerows along the boundary of the site should be retained and enhanced where possible to provide an appropriate landscape buffer. Land Contamination Assessment is required. Flood Risk Assessment required as site is shown to be at risk of flooding from surface water. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.

Larger Villages: Alkham, Capel-le-Ferne, East Langdon, Lydden, Preston and Worth

4.264 The larger villages of Capel-le-Ferne, Lydden, Preston, Worth, Alkham and East Langdon are located across the District. Capel-le-Ferne and Alkham lie in the Kent Downs AONB. Capel enjoys a prominent cliff top location, close to the boundary with Folkestone and Hythe District, the Heritage Coast and the SSSI of the clifftop chalk grasslands. Alkham lies in the long valley that runs through the Downs from Folkestone to Dover and which bears its name. A small former farming community with a village green, development at Alkham has been incremental over the years. East Langdon is also located in the south of the District approximately 3 miles north-east of Dover. The settlement has two distinct parts; the southern part is older, centred on a village green and a Conservation Area which is characterised by larger buildings in spacious grounds, the northern part is denser with more recent development and is the focus of the facilities which serve the community here.

4.265 Lydden is situated only 2 miles north of Dover, close to the A2. The Kent Downs AONB lies immediately to the south of the village and the Lydden and Temple Ewell Downs SAC immediately to the north.

4.266 Preston and Worth serve the northern parts of the District. Preston is situated in the north-west, approximately 2km from the Local Centre of Wingham. The village is particularly rich in old buildings and enjoys a distinctive sense of place. Worth is one of two villages in the District with an adopted Neighbourhood Plan. Lying just to the south of the town of Sandwich, the small rural community of Worth has its roots in farming with its rich soils being farmed as early as Norman times by the Lords of the nearby Eastry manor.

4.267 Each of these villages has a good range of services and facilities which serve their own residents and those of nearby hamlets. Capel-le-Ferne, Lydden, Preston, Worth and East Langdon have primary schools and Capel-le-Ferne, Lydden, Worth, Alkham are served by frequent regular bus routes. Retail facilities, however, are not as available as at the Local Centres, with only Preston and Capel-le-Ferne having a village shop, and only East Langdon having Post Office facilities. Lydden is the only village in this group to have a GP surgery.

4.268 To help sustain and strengthen the role of these larger villages, additional housing over the lifetime of this Plan is considered appropriate. In accordance with SP3 development in the rural areas of the District 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.

Alkham

4.269 The following site allocations are proposed in Alkham:

Figure 4.14 Map of Site Allocations in Alkham



Table 4.11 Site Allocations in Alkham

Site Name (HELA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land at Short Lane (ALK003)	SAP43	Housing	10
Half Acres, Short Lane	H3	Gypsy and Traveller	N/A

SAP43 - Land at Short Lane, Alkham (ALK003)

4.270 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small site, as defined on the policies map, is allocated for housing in Alkham.

SAP43 - Land at Short Lane, Alkham (ALK003)

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
ALK003 Land at Short Lane, Alkham	10	Existing trees and hedgerows should be retained and enhanced. The site is in the Kent Downs AONB and any scheme coming forward on this site should be designed to be appropriate to the sites sensitive location in respect of scale, form, materials and colour palette. An appropriate landscape buffer, comprising structural tree planting, should be provided along the southern and eastern boundaries to mitigate the impact of development on the AONB. The site is within Ground Water Source Protection Zone 2. Flood Risk Assessment required as site is shown to be at risk of flooding from surface water. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided.

Capel-le-Ferne

4.271 The following site allocations are proposed in Capel-le-Ferne:

Figure 4.15 Map of Site Allocations in Capel-le-Ferne



Table 4.12 Site Allocations in Capel-le-Ferne

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land east of Great Cauldham Farm (CAP006)	SAP44	Housing	70
Longships, Cauldham Lane (CAP009)	SAP45	Housing	10
Land known as the former Archway Filling Station, New Dover Road (CAP011)	SAP45	Housing	10
Land at Cauldham Lane (CAP013)	SAP45	Housing	5

SAP44 - Land to the east of Great Cauldham Farm, Capel-le-Ferne (CAP006)

4.272 The site is located in the west of Capel-le-Ferne with the settlement confines adjoining to the southern and eastern boundaries. The site is a large arable field that is part of a larger field. The land is higher along the southern boundary and slopes down towards the north. The site is enclosed on two sides by residential development. To the south and east of the site is Cauldham Lane and Capel Street, both of which have linear residential development along them that is predominately large, detached bungalows. The site is bounded by arable fields forming the open countryside to the west and north.

4.273 Lancaster Avenue Recreation Ground is a short distance to the north-east, beyond the adjacent residential development. A short distance to the west beyond a hedgerow and tree line, lies the Kent Downs AONB and to the south, beyond adjacent residential development, lies both the AONB and Heritage Coast including the Battle of Britain War Memorial.

SAP44 - Land to the east of Great Cauldham Farm, Capel-le-Ferne (CAP006)

The site, Land to the east of Great Cauldham Farm, Capel-le-Ferne, as shown on the policies map is allocated for an indicative capacity of 70 dwellings. Development proposals for the site shall include the following:

- a Design should take into account the topography of the site, including the relationship with existing residential properties. Development should be set back from the existing residential properties and be sensitively designed to respect the character of the area in relation to scale, form, materials and colour palette and to allow transition to the rural landscape;
- b An appropriate landscape buffer determined by a Landscape Visual Impact Assessment is required to mitigate the impact of development on the setting of the AONB to the north-west;
- c 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;
- d Primary vehicular, pedestrian and cycle access to the site shall be provided from Capel Street. Secondary emergency vehicular access only should be taken from Cauldham Lane;
- e A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development;
- f An Archaeological Assessment for the site must be carried out in accordance with Policy HE3 Archaeology, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any archaeological assets identified through the assessment;
- g Layout is designed to ensure future access to existing wastewater infrastructure for maintenance and upsizing;
- h 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 junction also taking into account the cumulative impact of other sites allocated in this Plan, and review the need for parking restrictions on Capel Street to enable sufficient turning space for service vehicles accessing the site; and
- i Open space requirements in accordance with Policy PM3 shall be provided. However, due to the location nearby to to existing open space infrastructure, off-site contributions to upgrade or enhance those facilities may be sought rather than on-site provision.

SAP45 - Capel-le-Ferne Small Housing Sites

4.274 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small sites, as defined on the policies map, are allocated for housing in Capel-le-Ferne.

SAP45 - Capel-le-Ferne Small Housing Sites

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
CAP009 Longships, Cauldham Lane, Capel-le-Ferne	10	Pedestrian connection required along Cauldham Lane to link to Capel Street. 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. Archaeological Assessment is required. The site is within Ground Water Source Protection Zone 3.
CAP011 Land known as the former Archway Filling Station, New Dover Road, Capel-le-Ferne	10	The site is in the AONB and any scheme coming forward on this site will be informed by a Landscape and Visual Impact Assessment to ensure it is designed to be appropriate to the site's sensitive location within the Kent Downs AONB in respect of scale, form, materials and colour palette. Existing trees and hedgerows along the boundary of the site should be retained and enhanced and an appropriate landscape buffer is required along the northern and western boundaries of the site to mitigate the impact of development on the AONB. Archaeological Assessment is required. The site is within Ground Water Source Protection Zone 3. Contamination Assessment is required A site-specific Flood Risk Assessment is required to address the issue of surface water flooding.
CAP013 Land at Cauldham Lane, Capel-le-Ferne	5	Pedestrian connection required along Cauldham Lane to link to Capel Street. The site is adjacent to the Kent Downs AONB and any scheme coming forward on this site should be designed to be appropriate to the sites sensitive location in respect of scale, form, materials and colour palette. 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 and the adjacent Public Right of Way ER253. Archaeological Assessment is required. The site is within Ground Water Source Protection Zone 3.

East Langdon

4.275 The following site allocation is proposed in East Langdon:

Figure 4.16 Map of Site Allocation in Langdon



Table 4.13 Site Allocation in East Langdon

Site Name (HELA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land adjacent Langdon Court Bungalow (LAN003)	SAP46	Housing	40

SAP46 - Land adjacent Langdon Court Bungalow, East Langdon (LAN003)

4.276 The site lies to the east of East Langdon and is an open arable field, with the settlement boundary running along most of the west and some of the southern boundary. The site is rectangular in shape, however the north-western part of the site extends outwards behind the new housing development on Long Hill Lane and the Primary School. The site rises to the northern boundary from The Street and consists of agricultural land with a wooded area and a residential property in the southern corner. The southern and eastern boundaries contain hedgerows with a very light tree line along the northern boundary with the north-western boundary exposed to the larger field the site is within.

4.277 To the west is Long Hill Lane, a modern residential development of two-storey semi-detached dwellings. To the south-west is West Side, consisting of two-storey terraced housing from the 1960s. To the north-west, north and east of the site are fields that form the open countryside beyond.

4.278 Langdon Primary School is adjacent to the north-western parcel of the site and Langdon Playing Fields, an area of designated open space, adjoins the eastern boundary of the site. A PROW runs along the northern and north-western boundary that links to the centre of East Langdon and its Conservation Area. The site is also within an Area of Archaeological Potential and within a Ground Water Source Protection Zone 2.

SAP46 - Land adjacent Langdon Court Bungalow, The Street, East Langdon (LAN003)

The site, land adjacent Langdon Court Bungalow, The Street, East Langdon as shown on the policies map, is allocated for an indicative capacity of 40 dwellings. Development proposals for the site shall include the following:

- a Development should be focused in the southern part of the site with the northern and north-western part of the site remaining undeveloped; to 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;
- b Development should be low-density and sensitively designed to respect the character of the area and to allow transition to the rural landscape;
- c The existing trees/hedgerows in the site (including the woodland to the south of the site) 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. Incorporating those important trees/hedgerows into the overall design of the development will also provide opportunities for biodiversity habitat creation and enhancement;
- d Primary vehicular, pedestrian and cycle access to the site shall be provided from The Street/East Langdon Road, with the existing road to be widened at access point;
- e Include a review of 20mph speed limit extent for highway safety, to be evidenced through a speed survey including appropriate gateway feature on The Street;
- f Investigate, and where possible deliver, the need for improvements to the local rural road network;
- g Provide pedestrian and cycle connections to Langdon Playing Field and Langdon Primary School, in addition to connections and enhancements to the PROW ER44/45/47;
- h A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development;
- i For major developments, or where there are historic sewer flooding incidents, developers should consult the relevant water authority at an early stage to ensure that there will be sufficient capacity in the wastewater system to accommodate the development and any upgrades are carried out where necessary;
- j An Archaeological Assessment for the site must be carried out in accordance with Policy HE3, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any archaeological assets identified through the assessment;
- k Occupation of development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider; and
- l Open space requirements in accordance with Policy PM3, shall be provided. Due to the location 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.

Lydden

4.279 The following site allocation is proposed in Lydden:

Figure 4.17 Map of Site Allocation in Lydden



Table 4.14 Site Allocation in Lydden

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land adjacent to Lydden Court Farm Church Lane (LYD003)	SAP47	Housing	30

SAP47 - Land adjacent to Lydden Court Farm, Lydden (LYD003)

4.280 The site lies to the west of Lydden with the settlement confines running along the southern and eastern boundary. The site is an irregular shaped parcel of relatively flat land that gently rises to the east. The site is bounded by hedgerows to the west and a collection of buildings along the western boundary, mature trees to the north and east and fencing associated with the rear of properties to the south. A PROW runs along the eastern boundary connecting the site to the western part of Lydden.

4.281 There is residential development along Canterbury Road to the south that consists of modern bungalows and traditional rural cottage dwellings. To the west and north and north-west of the site are open fields that form the countryside beyond.

4.282 Lydden Recreation Field is a short distance to the south of the site and St Mary's Church, a Grade II* listed building, is close by to the north beyond an agricultural site. The site is within the Dover & Folkestone Cliffs & Downs BOA. In addition, to the south of the site is the Alkham, Lydden and Swingfield Woods SSSI and also the Kent Downs AONB. The Lydden and Temple Ewell Downs SAC and SSSI are situated a short distance to the north.

SAP47 - Land adjacent to Lydden Court Farm, Church Lane, Lydden (LYD003)

The site, Land adjacent to Lydden Court Farm, Church Lane, Lydden as shown on the policies map is allocated for an indicative capacity of 30 dwellings. Development proposals for the site shall include the following.

- a The design and layout of the site should be informed by the following:
 - i A Heritage Statement (carried out in accordance Policy HE1) must demonstrate that the development has sought to avoid or minimise harm to any heritage assets identified through the assessment including to the significance and setting of the Grade II* Listed Church and the significance and setting the adjacent farmstead (including a Grade II listed farmhouse) which forms a group of historic buildings with rural/agricultural function. A strong hedge and tree boundary to the north (outside private garden plots) will be required;
 - ii A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5 to address the issue of surface water flooding. This should inform the Sequential Approach which should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas; and
 - iii The layout, landscaping and design of the development should be informed by a Landscape and Visual Impact Assessment to minimise the visual impact on the surrounding landscape and the setting of the Kent Downs AONB.
- 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 into the overall design of the development and to provide opportunities for biodiversity habitat creation and enhancement and support integrity of the BOA;
- c Primary vehicular, pedestrian and cycle access to the site shall be provided from Church Lane. Site access is to be designed to physically prevent access/egress to/from Church Lane to the north;
- d Alterations are required at the two Canterbury Road junctions to manage vehicle movements;
- e An uncontrolled pedestrian crossing where PROW ER116 joins Canterbury Road, is required to provide access to westbound bus stop. In addition, proposals should provide connections and enhancements to the PROW ER116 adjoining the site;
- f In accordance with Policy SP13 an Environment Assessment study will be required for any development to address any potential impact on the Lydden & Temple Ewell Downs SAC;
- g Development must include appropriate air quality mitigation measures as set out in the Air Quality Assessment;
- h Layout is planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes;
 - i A Transport Assessment is required to be carried out in accordance with Policy TI2; and
 - j Although not required by Policy PM3 due to the size of the site, the potential to provide equipped play facilities on-site, or off-site contributions towards existing open space in the settlement to enable provision of equipped play facilities in lieu of other open space requirements sought by the policy, should be explored. This has been highlighted as a specific local need and should be determined in liaison with the Parish Council and District Council.

Preston

4.283 The following site allocation is proposed in Preston:

Figure 4.18 Map of Site Allocations in Preston



Table 4.15 Site Allocation in Preston

Site Name (HELA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Apple Tree Farm and north-west of Apple Tree Farm (PRE003/PRE016/PRE017)	SAP48	Housing	65

SAP48 - Apple Tree Farm and north-west of Apple Tree Farm, Preston (PRE003/PRE016/PRE017)

4.284 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, 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.

4.285 To the south of the site is Red Pippin Lane which leads to new residential development that consists of two-storey detached dwellings. There are open fields to the west, north and east that form part of the rural countryside beyond. A short distance to the west of the site is Chislet Marshes, Sarre Penn and Preston Marshes Local Wildlife Site.

4.286 The site is made of of several parcels of land but should be designed and implemented as one contiguous scheme, where possible. Each phase of development, regardless of ownership, shall provide adoptable highways and services up its boundaries to enable subsequent phases to be delivered. No 'ransom strip' or other gap should be left between the highway and the site boundary.

SAP48 - Apple Tree Farm and north-west of Apple Tree Farm, Stourmouth Road, Preston (PRE003, PRE016 and PRE017)

The site, Apple Tree Farm and north-west of Apple Tree Farm, Stourmouth Road, Preston as shown on the policies map, is allocated for an indicative capacity of 65 dwellings. Development proposals for the site shall include the following:

- a Development should be sensitively designed to respect the character of the area and to allow transition to the rural landscape;
- b The existing trees around the border of the site are to be maintained and screening is to be provided to western and north-western boundaries to mitigate the impact of development on the countryside;
- c 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;
- d Primary vehicular, pedestrian and cycle access to the whole of the site shall be provided from Stourmouth Road (or alternative access point as agreed by KCC Highways). Development of each land parcel must provide vehicle access and servicing up to the boundary with the adjacent parcel/s of land on the site to enable a main access road to be created through the whole development. A secondary emergency access onto the highway network is also required;
- e A review of the speed limit extent is required for highway safety, to be evidenced through a speed survey, including appropriate gateway feature on Stourmouth Road;
- f Footway connections are required with Red Pippin Lane and along Stourmouth Road, where feasible;
- g 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;
- h A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development;
- i Occupation of development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider;
- j The Transport Assessment that is required to be carried out in accordance with Policy TI2 must consider impact and identify mitigation for Preston Hill/A257;
- k Open Space will be required in accordance with Policy PM3. The requirements will be based on the development of the site as a whole. The potential to provide off-site contributions towards existing open space in the settlement to enable upgrades to equipped play or open space facilities should be explored, in liaison with the Parish Council and District Council; and
- l Affordable Housing will be provided for the scheme on-site in accordance with SP5; in addition to the Affordable Housing previously secured within the site from the neighbouring development.

Worth

4.287 The following site allocations are proposed in Worth:

Figure 4.19 Map of Site Allocations in Worth

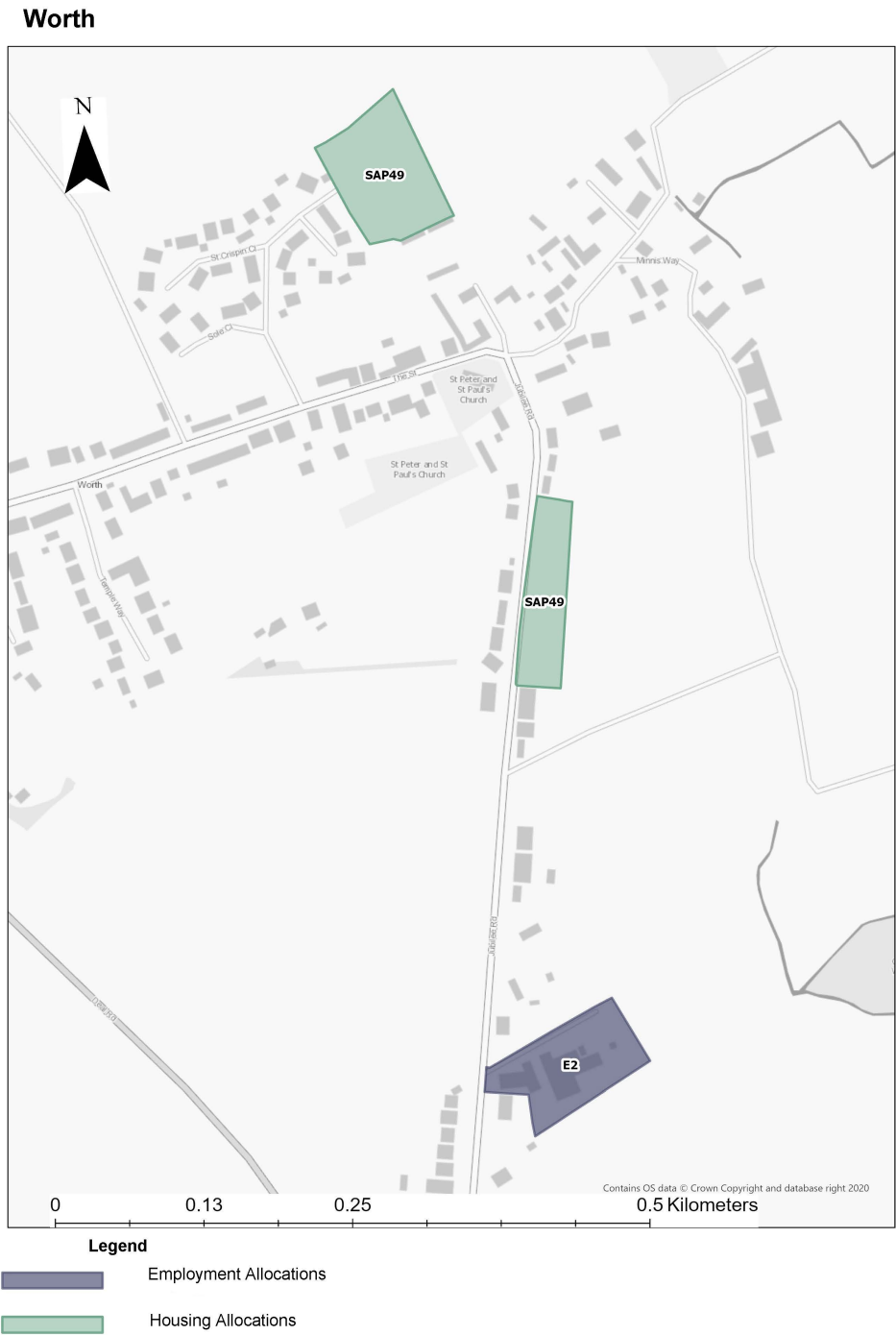


Table 4.16 Site Allocations in Worth

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land to the east of Jubilee Road (WOR006)	SAP49	Housing	10
Land to the East of former Bisley Nursery, The Street (WOR009)	SAP49	Housing	15
The Worth Centre (ELR13)	E2	Employment	N/A

SAP49 - Worth Small Housing Sites

4.288 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small sites, as defined on the policies map, are allocated for housing in Worth.

SAP49 - Worth Small Housing Sites

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
WOR006 Land to the east of Jubilee Road, Worth	10	An appropriate landscape buffer is required along the eastern boundary of the site. The site is located in Flood Zone 2 and is at risk of flooding from surface water. Therefore, a detailed Flood Risk Assessment, carried out in accordance with Policy CC5, will be required. As part of this, the Sequential Approach should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas. SuDS should be provided. A Heritage Statement is required to avoid or minimise harm to heritage assets including Worth Conservation Area.
WOR009 Land to the East of former Bisley Nursery, The Street, Worth	15	Existing trees and hedgerows along the boundary of the site should be retained and enhanced to provide an appropriate landscape buffer. A Heritage Statement is required to avoid or minimise harm to heritage assets including Barn to north of Barton House (grade II), Barton House (grade II) and Worth Conservation Area. Improvements and connections to the Public Right of Way EE237A should be provided.

Smaller Villages and Hamlets: Chillenden, Coldred, Nonington, Ringwould, Staple and Woodnesborough

4.289 The rural landscape of the District is characterized by a large number of small villages and hamlets. Development at these settlements has historically been small scale and incremental, given the limited range of services and facilities available.

4.290 The small, long-established settlements of Ringwould, Chillenden, Nonington, Woodnesborough, Staple and Coldred have retained evidence of their historic origins. The ancient settlements of Coldred and Ringwould are noted in the Domesday Book. At Ringwould the Grade I listed church of St Nicholas with its distinctive onion shaped cupola, added to the turret as an aid to navigation for ships in the Channel, is the oldest building in the village with an origin date of the 12th Century. Chillenden is home to the last surviving post mill in Kent, restored in 2020 to working order. Nonington has its origins as an estate village and a number of estate buildings still remain in the village. Staple also has its roots as an agricultural community, in particular as an area of hop production. Woodnesborough in the north of the District close to the town of Sandwich, grew in importance due to its location at the junction of the two major Roman roads that ran through this part of east Kent.

4.291 Facilities at these villages are limited. Ringwould and Woodnesborough are served by regular bus services, and Nonington has a primary school. The landscape settings are largely unconstrained, with the exception of Ringwould where the AONB abuts the edge of the village to the south-east.

4.292 To help sustain and strengthen the role of these smaller villages and hamlets, additional housing over the lifetime of this Plan is considered appropriate. In accordance with SP3 development in the rural areas of the District 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.

Chillenden

4.293 The following site allocation is proposed in Chillenden:

Figure 4.20 Map of site allocations in Chillenden



Table 4.17 Site Allocation in Chillenden

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land adjacent to Short Street, Chillenden (GOO006)	SAP50	Housing	5

SAP50 - Land adjacent to Short Street, Chillenden (GOO006)

4.294 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small site, as defined on the policies map, is allocated for housing in Chillenden.

SAP50 - Land adjacent to Short Street, Chillenden (GOO006)

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
GOO006 Land adjacent to Short Street, Chillenden	5	<p>Site is suitable for executive homes.</p> <p>Heritage Statement is required to avoid or minimise harm to heritage assets including The Grange (grade II) and Chillenden Conservation Area. Archaeological Assessment is required.</p> <p>Land Contamination Assessment is required.</p> <p>Existing trees and hedgerows along the boundaries of the site should be retained and enhanced to provide an appropriate landscape buffer, with the exception of the removal of hedgerow along the Short Street frontage to provide suitable access, which shall be kept to the minimum needed to provide the required sight lines.</p> <p>Site is within Ground Water Source Protection Zone 2.</p> <p>Southern Water's underground infrastructure crosses this site. The site layout should therefore be planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes.</p> <p>A site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5 to address the issue of surface water flooding. This should inform the Sequential Approach which should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas. SuDS should be provided.</p>

Coldred

4.295 The following site allocation is proposed in Coldred:

Figure 4.21 Map of Site Allocation in Coldred



Table 4.18 Site Allocation in Coldred

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land opposite the Conifers, Coldred (SHE013)	SAP51	Housing	5

SAP51 - Land opposite the Conifers, Coldred (SHE013)

4.296 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small site, as defined on the policies map, is allocated for housing in Coldred.

SAP51 - Land opposite the Conifers, Coldred (SHE013)

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below

Site	Estimated Dwelling Number	Site-specific issues and Requirements
SHE013 Land opposite the Conifers, Coldred	5	Existing trees and hedgerows along the boundary of the site should be retained and enhanced. Heritage Statement is required to avoid or minimise harm to heritage assets including Coldred Village Green Conservation Area.

Nonington

4.297 The following site allocation is proposed in Nonington:

Figure 4.22 Map of Site Allocation in Nonington

Nonington

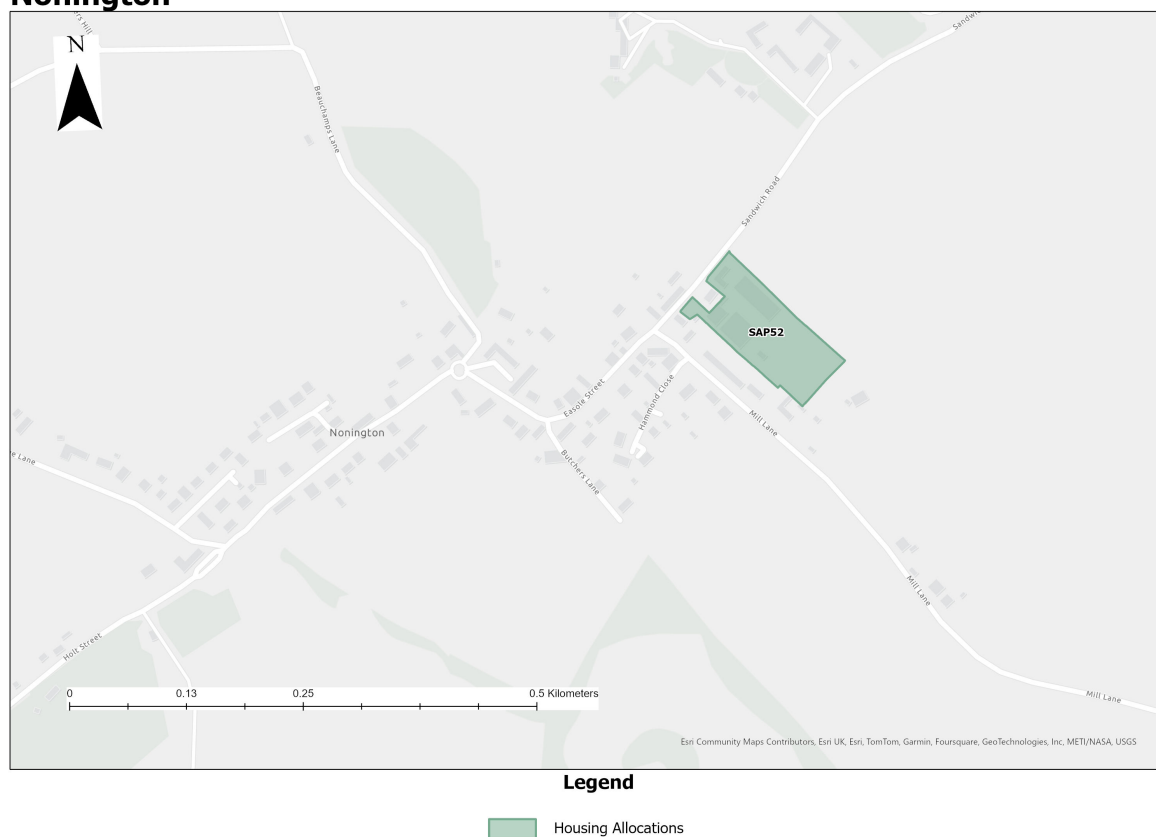


Table 4.19 Site Allocation in Nonington

Site Name (HELA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Prima Windows, Nonington (NON006)	SAP52	Housing	27

SAP52 - Prima Windows, Nonington (NON006)

4.298 The site is situated within the most eastern part of Nonington settlement area. To the west of the site is Sandwich Road, Mill Lane and Easole Street and all three are linear residential in character consisting of a mix of styles including two-storey country cottages and contemporary semi-detached dwellings. To the south, east and north of the site are open fields that form the countryside beyond. Adjoining the site to the west is the Nonington Conservation Area. There are a number of Grade II listed buildings that surround the western boundary of the site, including three on the opposite side of Easole Street, two adjoining the south-western corner, one to the north-west and there is a further one adjoining the south-eastern corner. The site is also in an Area of Archaeological Potential.

4.299 The site is rectangular in shape 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 boundaries. It is located within 1km of known Turtle Dove territory, a priority species. The western half of the site contains light industrial buildings and the eastern half a green enclosed open space.

SAP52 - Prima Windows, Nonington (NON006)

The site Prima Windows, Easole Street/Sandwich Road, Nonington as shown on the policies map is allocated for an indicative capacity of 27 dwellings.

Development proposals for the site shall include the following:

- 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 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 existing trees and hedgerows around the site boundaries;
- b Primary vehicular, pedestrian and cycle access to the site shall be provided from Sandwich Road;
- c A site-specific Flood Risk Assessment is required to address the issue of surface water flooding and consider the impacts of climate change over the lifetime of the development;
- d A Heritage Statement, to include appropriate archaeological investigations must be carried out in accordance with Policy HE1 and Policy HE3, the results of which should inform the layout and design of the development which is necessary to avoid or minimise harm to any heritage assets identified through the assessment;
- e 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
- f Occupation of development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider and layout is planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes.

Ringwould

4.300 The following site allocation is proposed in Ringwould:

Figure 4.23 Map of Site Allocation in Ringwould



Table 4.20 Site Allocation in Ringwould

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land at Ringwould, Alpines, Dover Road (RIN002 and RIN004)	SAP53	Housing	10

SAP53 - Land at Ringwould Alpines (RIN002 and RIN004)

4.301 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small site, as defined on the policies map, is allocated for housing in Ringwould.

SAP53 - Land at Ringwould Alpines (RIN002 and RIN004)

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
RIN002 and RIN004 Land at Ringwould Alpines, Dover Road, Ringwould	10	<p>Noise Survey is required.</p> <p>Archaeological Assessment is required.</p> <p>The site is in the AONB and any scheme coming forward on this site should be designed to be appropriate to the sites sensitive location within the Kent Downs AONB in respect of scale, form, materials and colour palette.</p> <p>Existing trees and hedgerows along the boundary of the site should be retained and enhanced and an appropriate landscape buffer should be provided along the northern, eastern and western boundary to mitigate the impact of development on the AONB.</p> <p>Southern Water's underground infrastructure crosses this site. The site layout should be planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes.</p> <p>Flood Risk Assessment is required.</p> <p>The site is within Ground Water Source Protection Zones 2 and 3.</p> <p>Contamination Assessment is required</p>

Staple

4.302 The following site allocation is proposed in Staple:

Figure 4.24 Map of Site Allocation in Staple



Table 4.21 Site Allocation in Staple

Site Name (HELAA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Land at Durlock Road (STA004)	SAP54	Housing	3

SAP54 - Land at Durlock Road, Staple (STA004)

4.303 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small site, as defined on the policies map, is allocated for housing in Staple.

SAP54 - Land at Durlock Road, Staple (STA004)

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
STA004 Land at Durlock Road, Staple	3	Existing trees and hedgerows along the boundary of the site should be retained and enhanced to provide an appropriate landscape buffer. Heritage Statement is required to avoid or minimise harm to heritage assets including Staple Farmhouse (grade II) and Thatch Cottage (grade II).

Woodnesborough

4.304 The following site allocations are proposed in Woodnesborough:

Figure 4.25 Map of Site Allocation in Woodnesborough



Table 4.22 Site Allocation in Woodnesborough

Site Name (HELA ref)	Policy Number	Development type proposed	Indicative Housing Capacity
Beacon Lane Nursery, Beacon Lane (WOO005)	SAP55	Housing	5
Land south of Sandwich Road (WOO006)	SAP55	Housing	10

SAP55 - Woodnesborough Small Housing Sites

4.305 In addition to the Strategic Housing Allocations and Non-Strategic Housing Allocations identified in the Plan, the following small sites, as defined on the policies map, are allocated for housing in Woodnesborough.

SAP55 - Woodnesborough Small Housing Sites

Planning permission will be granted for proposals that:

- a Accord with the policies in the Local Plan; and
- b Address the site-specific issues and requirements for the site set out below.

Site	Estimated Dwelling Number	Site-specific issues and Requirements
WOO005 Beacon Lane Nursery, Beacon Lane, Woodnesborough	5	Existing trees and hedgerows along the boundary of the site should be retained and enhanced to provide an appropriate landscape buffer. Archaeological Assessment is required. The site is within Ground Water Source Protection Zone 1. Flood Risk Assessment required as site is shown to be at risk of flooding from surface water. As part of this the Sequential Approach should be applied to the layout of the site. SuDS should be provided. Contamination Assessment is required.
WOO006 Land south of Sandwich Road, Woodnesborough	10	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. Existing trees and hedgerows along the boundary of the site should be retained and enhanced to provide an appropriate landscape buffer. Heritage Statement is required to avoid or minimise harm to heritage assets including Honeypot Cottage (grade II). Archaeological Assessment is required. Flood Risk Assessment is required.



Development Management Policies

This section of the Local Plan sets out the Council's Development Management Policies by topic. A list of the policies included in each chapter is provided below:

- Climate Change
 - CC1 – Reducing Carbon Emissions
 - CC2 – Sustainable Design and Construction
 - CC3 – Renewable and Low Carbon Energy Development
 - CC4 – Water Efficiency
 - CC5 – Flood Risk
 - CC6 – Surface Water Management
 - CC7 – Coastal Change Management Areas
 - CC8 – Tree Planting and Protection
- Place Making
 - PM1 – Achieving High Quality Design, Place Making and provision of Design Codes
 - PM2 – Quality of Residential Accommodation
 - PM3 – Providing Open Space
 - PM4 – Sports Provision
 - PM5 – Protection of Open Space, Sports Facilities and Local Green Space
 - PM6 – Community Facilities and Services
- New Homes
 - H1 – Type and Mix of Housing
 - H2 – Rural Local Needs Housing
 - H3 – Meeting the Needs of Gypsies and Travellers
 - H4 – Gypsy and Traveller Windfall Accommodation
 - H5 – Self-Build and Custom Housebuilding
 - H6 – Residential Extensions and Annexes
 - H7 – Houses in Multiple Occupation
- Employment and the Local Economy
 - E1 – New Employment Development
 - E2 – Loss or Redevelopment of Employment Sites and Premises
 - E3 – Businesses Operating from a Residential Property
 - E4 – Tourist Accommodation and Attractions
- Retail and Town Centres
 - R1 – Primary Shopping Areas
 - R2 – Sequential Test and Impact Assessment
 - R3 – Local Shops
 - R4 – Shop Fronts
- Transport and Infrastructure
 - TI1 – Sustainable Transport and Travel
 - TI2 – Transport Statements, Assessments and Travel Plans
 - TI3 – Parking Provision on New Development
 - TI4 – Overnight Lorry Parking Facilities
 - TI5 – Digital Technology
- Natural Environment
 - NE1 – Biodiversity Net Gain

- NE2 – Landscape Character and the Kent Downs AONB
- NE3 – Thanet Coast and Sandwich Bay SPA Mitigation and Monitoring Strategy
- NE4 – Air Quality
- NE5 – Water Supply and Quality
- NE6 – The River Dour
- Historic Environment
 - HE1 – Designated and Non-Designated Heritage Assets
 - HE2 – Conservation Areas
 - HE3 – Archaeology
 - HE4 – Historic Parks and Gardens

The Development Management policies set out general criteria which will be used to determine planning applications and help to deliver the overarching strategy set out in the strategic policies of the plan. For each policy, the Plan sets out:

- What the policy is trying to achieve
- The justification for the approach
- The policy
- How the policy should be implemented

The evidence and background documents that support each chapter are listed in Appendix A - Evidence Base.



Climate Change

CC1 - Reducing Carbon Emissions

What are we trying to achieve?

5.1 To reduce carbon emissions associated with new buildings and to improve the energy-efficiency of new buildings built during the lifetime of the Plan.

Justification for approach

5.2 The NPPF is clear that the planning system should support the transition to a low carbon future in a changing climate. It places a strong emphasis on delivering sustainable development and taking a proactive approach to mitigating and adapting to climate change.

5.3 In June 2022 the Government introduced changes to the Building Regulations as stepping stones to the Future Homes and Future Building Standards. This included a new Regulation (Part O) addressing overheating and a new Part S requiring all residential new builds to have preparatory work completed for the future installation of an electric vehicle charging point. It also specified reductions in CO2 emissions in new Part L from new-build homes and other new buildings. Part F relates to ventilation and is also relevant to energy efficiency.

5.4 The Government is proposing a further uplift in Building Regulations for residential buildings through the Future Homes Standard. For non-residential buildings, reductions in carbon emissions will be delivered through a new Future Buildings Standard. Future Homes and Buildings Standards are currently due to come into force in 2025. It is anticipated that the performance requirements will ensure that new homes and non-domestic buildings have good fabric standards, use low-carbon heating and are 'zero-carbon ready' (meaning no further work will be needed for them to have zero carbon emissions once the electricity grid has fully decarbonised).

5.5 This Council has declared a climate change emergency and is committed to working towards a carbon neutral district over the lifetime of this Plan. The proposed amendments to the Building Regulations are a significant step to ensuring new residential and commercial development arising from this Local Plan will contribute to the delivery of such objectives. Going forward, Policy CC1 requires development proposals to clearly demonstrate that energy efficiency has been a focus for building design and layout.

5.6 It is uncertain whether the emerging Future Homes and Buildings Standards will require installation of renewable energy technology, such as solar panels. Nevertheless, the policy does encourage the use of renewable energy technologies. This would ensure some energy security for occupiers, as well as lower consumer bills.

CC1 - Reducing Carbon Emissions

Proposals for new buildings must demonstrate how energy efficiency and a reduction in carbon emissions has been incorporated into the proposed building design. In particular, the following measures must be considered:

- a Use of good fabric standards that reduce heat and energy needs;
- b The use of on-site renewable and low-carbon energy technologies;
- c Measures (such as the arrangement of rooms, and orientation, size and position of windows) to utilise and control solar gains, including the position and permanence of solar shading features;
- d Measures to promote natural ventilation.

Implementation

5.7 This policy is a key element of delivering on the Council's climate change objectives and climate change strategy as set out in Strategic Policy 1 (SP1). It is in accordance with the national approach to delivering a significant uplift in the energy-efficiency of new buildings including the planned introduction of the Future Homes and Future Buildings Standards in 2025, early in the lifetime of this Local Plan. The Policy will therefore be applied to all applications for new residential buildings and new non-residential buildings.

5.8 All applications for new dwellings and new non-residential buildings must demonstrate that energy efficiency and a reduction in carbon emissions has contributed to the layout and design of the building.

CC2 - Sustainable Design and Construction

What are we trying to achieve?

5.9 To ensure that new buildings coming forward over the Plan period adhere to the principles of sustainable design and construction and that new development in the District is as resilient as possible to the effects of the changing climate conditions.

Justification for approach

5.10 Sustainable design and construction can make an important contribution to delivering sustainable development and addressing climate change. Such an approach also results in long-term financial savings to occupiers and benefits to the wider community by reducing carbon and other emissions and conserving water resources. Measures for achieving this include:

- Development layout and orientation in order to maximise summer cooling through natural ventilation in buildings and to increase passive solar gain.
- Using suitable sustainable construction techniques in new developments to make them more efficient.
- Use of natural shading on buildings and at street scene level to minimise the need for mechanical regulation of internal temperatures.
- Planning for buildings to have a longer life by incorporating flexibility into building design so that buildings can be adapted to suit the changing lifestyles and home occupation patterns of residents and users.
- Planning for more frequently occurring changes in weather by including adaptations such as more efficient drainage systems and rainwater harvesting.
- The enhanced provision of green infrastructure in all new developments to provide cooling effects, retention of water, the absorption of carbon dioxide (CO₂) and, the opportunity for sustainably grown local food. Green infrastructure also provides an important ecological role and encourages walking, cycling and other recreational activities.
- The provision of adequate space for recycling and composting.

5.11 Many sustainable design features have multiple benefits. Green roofs for example enhance biodiversity, absorb rainfall, improve the thermal and acoustic performance of the building, reduce the urban heat island effect, and can improve the appearance of a development. The choice of construction materials can also contribute to the wider objectives of sustainable development and, therefore where practicable, materials sourced locally and with low embodied energy should be prioritised in order to both support the local economy and reduce emissions from both manufacturing and transport.

5.12 Sustainable design should also recognise that demolition and rebuild is not always appropriate, and that structurally sound buildings should be reused in preference to demolition.

5.13 With a large proportion of a building's carbon footprint and environmental impact being created before occupation begins, sustainable construction methods will be a key consideration over the lifetime of this Plan. For this reason, it is important that the environmental assessment of a development includes not only the operational stage of a building's life when it is in use, but also considers construction activities such as the production and transportation of materials.

5.14 In the case of developments involving heritage assets, there are many measures that can be applied to save energy and maintain a healthy indoor environment, while at the same time protecting heritage significance. Historic England have produced guidance on the installation of sustainable and energy efficiency measures in listed buildings called 'Adapting Historic Buildings for Energy and Carbon Efficiency: Advice Note 18', which advocates a 'whole building' approach to energy efficiency improvements. This guidance should be referred to for proposals affecting listed buildings.

5.15 Further guidance on good design principles is provided in Strategic Policy SP2 and Policies PM1 and PM2 of this Plan and in the National Design Guide and National Model Design Code, 2021 (DLUHC). To support the delivery of high-quality buildings and places in the District the Council will produce a Dover Design Code which will provide clear and detailed guidance in relation to sustainable design and construction measures. This Design Code will be brought forward after the adoption of the Local Plan.

CC2 - Sustainable Design and Construction

In order to mitigate and adapt to the effects of climate change all new development involving the construction of new buildings should demonstrate how they will satisfy the following criteria:

- a Provide measures to improve the energy efficiency of buildings in accordance with Policy CC1 and, where relevant, also utilise whole development layout, orientation, massing and landscaping to make the best use of solar energy, passive heating and cooling, natural light and natural ventilation;
- b Prioritise the use of low embodied carbon and energy efficient building materials and construction techniques;
- c Consider the lifecycle of the building and any associated public spaces, including how they can be easily modified to meet changing social and economic needs and how materials can be recycled at the end of their lifetime;
- d Provide measures to adapt to climate change, including the provision of water efficiency measures in accordance with Policy CC4, green infrastructure in accordance with Policies CC8, PM1 and PM3 and Strategic Policies SP2 and SP14, Sustainable urban Drainage Systems (SuDS) in accordance with Policy CC6, suitable shading of gardens and other open spaces, rainwater harvesting, drought resistant landscaping; and in the case of major developments, the shading of pedestrian routes and the provision of opportunities for growing food; and
- e Minimise waste and promote recycling, during both construction and occupation.

Implementation

5.16 Policy CC2 advocates a range of sustainable design and construction methods that the Council will require all applications for development involving the construction of new buildings in the District to incorporate, as set out in Strategic Policy 1 (SP1 - Planning for Climate Change).

5.17 It is acknowledged that not every site or development will be able to meet all the criteria of this policy, but the requirements of Policy CC2 will be sought by the Council through the pre-application process and in the determination of planning applications and will be expected to be followed in all applications for new buildings unless it is demonstrated why they do not apply.

5.18 The Dover Design Code to be introduced following the adoption of this Plan, will provide detailed design guidance on ways in which the criteria and objectives of this Policy will be expected to be delivered. In the meantime, applicants are encouraged to make reference to the National Design Guide and National Model Design Code 2021 (DLUHC) alongside Policy PM1 of this Plan.

CC3 - Renewable and Low-Carbon Energy Development

What are we trying to achieve?

5.19 To support the development of schemes that generate renewable and low-carbon energy to increase the proportion of renewable and low carbon energy generated in the District.

Justification for approach

5.20 The delivery of medium and larger-scale local renewable and low carbon energy schemes is encouraged in this Plan as they can help to reduce greenhouse gas emissions, ensure fuel security, stimulate investment and potentially, through Community Energy initiatives, provide income for communities. Even small-scale projects, including retro-fitting energy-efficiency measures to existing buildings, can contribute towards cutting greenhouse gas emissions. Many of the methods of incorporating small-scale renewable energy technology in an individual building, through for example the inclusion of PV panels or solar technology, ground and air source heat pumps and domestic wind turbines, are permitted development and therefore do not require planning permission, unless the building is sited in a designated area or a listed building.

5.21 It is however recognised that the provision of medium and large scale renewable energy schemes needs to balance the environmental impact against the benefits of the proposals. Planning practice guidance makes clear that renewable energy does not automatically override environmental protection. About 20% of this District is designated as AONB. The Kent Downs AONB Renewable Energy Position Statement advises that large scale wind turbine developments will be unacceptable in the AONB and its setting and that particular attention will need to be paid to proposals for field-scale renewable and low carbon initiatives such as solar farms in order to prevent a significant adverse effect on this designated landscape.

CC3 - Renewable and Low Carbon Energy Development

New development is encouraged to maximise opportunities for renewable energy by producing, storing and using renewable energy on-site. The Council will also take positive account of, and support development that provides further energy reductions, efficiencies, or delivers retrofitted renewable and low carbon energy measures on or near existing development sites, where measures comply with other policies of the Plan.

The Council will encourage the use of previously developed land to provide renewable energy generation or storage to support new and existing development.

Development to generate energy from renewable and low carbon sources will be supported where it is demonstrated that:

- a The environmental, social and economic benefits of their proposals are made clear;
- b It will not result in significant harm to the surrounding area, landscape character, natural or heritage assets, habitats, biodiversity, or wildlife (particularly protected species), having special regard to the natural beauty of the Kent Downs AONB;
- c There is no significant loss of amenity to local residents by virtue of visual impact, noise, disturbance or odour;
- d The proposals will conserve and enhance the natural environment through measures such as improvements to biodiversity;
- e There is no significant loss of the best and most versatile agricultural land, unless it can be demonstrated that no alternative lower-grade land is available;
- f It will not result in an unacceptable impact on the local transport network that cannot be satisfactorily mitigated; and
- g Any fuel required is sustainably sourced.

Implementation

5.22 This policy adds further detail to the requirements set out in Strategic Policy SP1 - Planning for Climate Change. The criteria set out in Policy CC3 will be advocated by the Council during the pre-application process and in the determination of planning applications coming forward for schemes to generate renewable or low-carbon energy, in order to ensure that environmental and social impacts of such developments are minimised. For developments coming forward under Policy CC3 a statement will be required setting out how the proposals meet the policy criteria as part of planning application documentation. All proposals for such development are therefore expected to adhere to the guidance set out in this Policy.

CC4 - Water Efficiency

What are we trying to achieve?

5.23 To deliver improved water efficiency in new development over the lifetime of the Plan as part of the Council's strategy to adapt to and mitigate against the effects of the climate emergency.

Justification for approach

5.24 Dover District is classified as a severely water stressed area by the Environment Agency. This situation means that it is important that any increase in water demand over the Plan period is met by increasing water efficiency and reducing leakage, in addition to making more efficient use of existing resources. The installation of water efficient measures, such as rain/grey water harvesting, in new developments can contribute to the delivery of such objectives.

5.25 The policies of this Plan have been informed by the Dover District Water Cycle Study which sets out the key considerations relating to the District's water environment, with input from water providers and the Environment Agency, in order integrate supplier strategies with the levels of growth provided for in this Plan.

5.26 Both the Environment Agency and Southern Water support tighter water efficiency standards and a reduction in daily usage per person/day for internal use in water stressed areas. The government updated the Building Regulations in 2015 to introduce an optional requirement of 110 litres per person per day for new development. As Dover District is a severely water stressed area, all new residential development in the District will be required to meet this water efficiency requirement of 110 litres per person per day.

5.27 Water efficiency in non-residential development will be required to meet the BREEAM standard, the most commonly accepted assessment tool by which to judge and require increased sustainability standards in new non-residential developments, at Very Good standard. Where certification against this standard is not sought, it will be sufficient to clearly establish in the planning application how water efficiency at a minimum equivalent of 'Very Good' standard will be achieved. Credits include a minimum improvement over baseline water consumption.

CC4 - Water Efficiency

All new dwellings must be built to the higher water efficiency standard under Regulation 36(3) of the Building Regulations, to achieve a maximum use of 110 litres per person per day.

The Council will strongly support proposals that seek to reduce daily water consumption even further, through the use of additional measures such as rainwater harvesting.

Non-residential development shall demonstrate water efficiency at the relevant BREEAM very good standard.

Implementation

5.28 Dover District is one of the most water scarce areas in the country and is classified as a severely stressed water area by the Environment Agency. Delivery of improved water efficiency in new development over the lifetime of the Plan, as recommended by the Dover District Water Cycle Study, is therefore crucial to the District's ability to adapt to and mitigate against the effects of the climate emergency. This policy adds further detail to the requirements set out in Strategic Policy SP1 - Planning for Climate Change. The standards of Policy CC4 will therefore be required in all new dwellings and new non-residential buildings permitted over the Plan period.

5.29 The requirements will be secured through planning condition and delivered and monitored through the Building Regulations approval process.

CC5 - Flood Risk

What are we trying to achieve?

5.30 To ensure flood risk across the District, and from all sources, is managed responsibly and sustainably and in accordance with the requirements of the Strategic Flood Risk Assessment for Dover District.

Justification for approach

5.31 The risks of flooding within this District arise from a number of sources. The coastal settlements of Sandwich, Deal and Dover are all known to be at risk of flooding (to some degree) from the sea. The River Stour and River Dour present a fluvial risk of flooding to the settlements bordering these rivers. The centre of the District is in parts low-lying, and the varied undulating topography throughout the District can present a risk of surface water flooding to both rural and urban communities. The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. Given this, it is important that the Council actively manages this risk through the planning process to ensure that new development takes into consideration the impact of future climate change and is designed to mitigate risk.

5.32 The NPPF and accompanying practice guidance emphasise the responsibility on Local Planning Authorities to ensure that flood risk from all sources is understood and managed effectively and sustainably throughout all stages of the planning process, taking account of advice from the Environment Agency and other flood risk management authorities, including internal drainage boards and lead flood authorities. In the case of this District the Lead Local Flood Authority is Kent County Council whose Drainage and Planning Policy Statement was adopted in 2019.

5.33 The Strategic Flood Risk Assessment (SFRA) for the District produced in 2019 provides a clear picture of the potential risks associated with flooding within Dover District and outlines the requirements with regard to ensuring that these risks are managed in a sustainable way into the future.

5.34 The NPPF requires a site-specific flood risk assessment (FRA) to be submitted for all development proposals located within Flood Zones 2 and 3. In addition, development proposals situated within Flood Zone 1 will require a FRA if one or more of the following site criteria are met: the site is greater than 1 hectare; is located within an area identified by the Environment Agency as having critical drainage problems; is located within an area identified by the SFRA as being at increased flood risk in the future; or is on land that may be subject to other sources of flooding and where its development would introduce a more vulnerable use.

CC5 - Flood Risk

Development on sites at risk of flooding must comply with the National Planning Policy Framework and associated guidance and will only be permitted where it is demonstrated by a site-specific Flood Risk Assessment (FRA), (having regard to the requirements set out in the Council's Strategic Flood Risk Assessment), that it would not result in an unacceptable risk of flooding on the site itself or elsewhere.

The FRA should have regard to the guidance set out in the Council's Site Specific Guidance for Managing Flood Risk (as updated). For development identified by the FRA to be at risk of flooding from any source, flood mitigation should have regard to the Flood Risk Management hierarchy outlined in the document 'Site-specific Guidance for Managing Flood Risk'.

Where development does go ahead in Flood Zone 3, all floor levels for living and sleeping accommodation should be set at a minimum of 300mm and 600mm above the design flood level respectively, including an allowance for climate change.

Implementation

5.35 Dover District is at risk from flooding from various sources, including coastal and fluvial. This Policy is necessary to ensure such flood risk is managed responsibly and sustainably and in accordance with the requirements of the Strategic Flood Risk Assessment for Dover District. All applications will therefore be subject to the requirements of Policy CC5, and where relevant will be required to submit site-specific Flood Risk Assessments (FRA) with planning applications. It is recommended that applicants make use of the Council's and Environment Agency's pre-application advice service to inform the FRA requirements.

5.36 The District Council's [Site-Specific Guidance for Managing Flood Risk](#) provides general advice and clear guidance for planners and developers on how to submit information relating to flood risk in support of planning applications. It provides a district-wide risk map with clear accompanying guidance, to enable both the Sequential Test and Exception Test to be applied. In addition, it sets out the requirements of a

Flood Risk Assessment (FRA) and provides guidance for developers on how to prepare a compliant FRA. Finally, it clarifies the requirements in relation the surface water drainage and provides guidance for developers on how to complete the Sustainable urban Drainage Systems (SuDS) proforma.

5.37 This guidance is supplemented by a series of maps, which provide relevant information required to appraise the risk of flooding, including the location of the main watercourses and defences, historic records of flooding, and a map designed to determine the potential risk of flooding across the District to assist in the application of the Sequential Test.

5.38 Sites allocated for development within this Plan have been subject to a sequential assessment and this part of the FRA will therefore only be a requirement for windfall sites. Specific requirements for sites allocated for development within this plan are set out in the site-specific policies.

CC6 - Surface Water Management

What are we trying to achieve?

5.39 To ensure that new development coming forward during the lifetime of this Plan does not increase the instances of, and where possible decreases, the risk of flooding from surface water runoff.

Justification for approach

5.40 Flooding from surface water runoff typically occurs following an extreme rainfall event, where water from higher in a catchment flows overland and accumulates in topographic depressions. This is further exacerbated in areas with steeply sloping topography, ground conditions with low permeability (e.g. urban areas), or where the surface water drainage system (e.g. highway gullies) are overwhelmed. Recent years have seen an increased recognition of the importance of mitigating against such events, which can have a catastrophic impact on dwellings and businesses.

5.41 Sustainable urban Drainage Systems (SuDS) are designed to control surface water runoff close to where it falls and to mimic natural drainage as closely as possible. The inclusion of SuDS within new development provides a wide range of benefits. These include reducing the causes, risk and impacts of flooding, maintaining and restoring natural water flow rates, improving water resources, removing pollutants at source, reducing pressure on the sewerage network, improving biodiversity and local amenity, and providing green space for wildlife and recreation. In urban areas SuDS can provide a green alternative to traditional drainage solutions, enhancing biodiversity by the provision of flood storage and swales, wildlife habitats, improving water quality, recreational space and sustainable transport corridors. In this way the use of SuDS for surface water drainage can also deliver Biodiversity Net Gain. Integrating water recycling systems into a development can also retain water on-site for longer, maximising its use whilst easing demand on mains supply and slowing discharge off-site in a controlled way. It is important that any potential impact on the historic environment is considered and unavoidable damage mitigated in the planning of SuDS.

CC6 - Surface Water Management

All new development should replicate natural ground and surface water flows and decrease surface water runoff through the use of Sustainable urban Drainage Systems, having regard to the Council's Site-specific Guidance for Managing Flood Risk (as updated) and in accordance with the following criteria:

- a Proposals must follow the hierarchy of methods for discharge as set out below:
 - i Into the ground, infiltration: the preferred method for discharging surface water runoff
 - ii To a surface water body, subject to appropriate pollution control measures
 - iii To a surface water sewer, highway drain or another drainage system
 - iv To a combined sewer
- b SuDS design and a robust long-term maintenance plan must be considered as an integral part of the master-planning and design process, and should, where possible, provide multi-functional benefits;
- c No surface water connection to a foul-only sewer will be permitted;
- d The discharge of surface water runoff into a public surface or combined sewer will only be acceptable if infiltration or discharge into a surface water body are shown not to be possible, an assessment of the capacity of the sewer has been undertaken, and the evidence demonstrates that there is no increased flood risk;
- e In Ground Water Source Protection Zones 1 and 2 SuDS will only be permitted if adequate safeguards against possible contamination are provided or where it can be demonstrated that there will be no environmental risks to water quality and adequate mitigation measures can be implemented;

For major development, the following criteria also apply:

- f Drainage must be integrated into on-site multifunctional open space and landscape provision;
- g Proposals should be informed by guidance produced by the Lead Local Flood Authority; and
- h Approval for the design and long-term maintenance of SuDS will be required prior to the development being permitted.

Where SuDS are required, a Sustainable Drainage Strategy containing proportionate information on the proposed sustainable drainage systems must be submitted as part of any planning application.

Implementation

5.42 In order to minimise the risk of flooding from surface water runoff the inclusion of Sustainable urban Drainage Systems must be integral to the design of all major development proposals and considered as part of the design of all new development coming forward over the Plan period, as set out in SP1 - Planning for Climate Change. The guidance set out in Policy CC6 above, together with the District Council's Site-Specific Guidance for Managing Flood Risk (2019) which provides advice for developers on how to complete the Sustainable urban Drainage Systems (SuDS) proforma, should be followed in all applications. NPPG also requires submission of a sustainable drainage strategy containing proportionate information on the proposed sustainable drainage systems and this must be submitted as part of any planning application, as set out in the Guidance.

5.43 Kent County Council is the Lead Local Flood Authority (LLFA) providing technical advice and guidance on proposed surface water drainage strategies, designs and maintenance arrangements for all new major development. Kent County Council has prepared a Drainage and Planning Policy Statement (2019) containing guidance on how to integrate sustainable drainage systems into the master-planning of both large and small developments. Applicants should consult and refer to this guidance and any future updates, when preparing applications incorporating SuDS schemes. All applications incorporating a SuDS scheme will also need to include details of a robust maintenance scheme to be agreed with the appropriate authority.

5.44 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).

CC7 - Coastal Change Management Areas

What are we trying to achieve?

5.45 To reduce risk from coastal change by avoiding inappropriate development in vulnerable areas of the District's coastline and by not exacerbating the impacts of physical changes to the coast.

Justification for approach

5.46 The concept of Coastal Change Management Areas (CCMAs) is central to the UK government's approach to vulnerable coastal areas, the National Planning Policy Framework and the Integrated Coastal Zone Management (ICZM) process outlined in National Planning Practice Guidance (NPPG). Such policy and guidance aim to reduce the risk to people from coastal change. The NPPF requires that Plans identify as a Coastal Change Management Area (CCMA) any area likely to be affected by physical changes to the coast, be clear as to what development will be appropriate in such areas, and in what circumstances, and make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.

5.47 The purpose of defining CCMAs is to identify where, along a district's coastline, a risk may exist due to coastal change. LPAs must manage development in these CCMAs by considering what development is acceptable at such locations, whilst also considering its vulnerability classification. Coastal Change Management Areas in Dover District were identified in 2010 and reviewed in June 2018. Three CCMAs are currently designated for stretches of the coastline of the District; the first extends from Kingsdown to Dover, with two further stretches between Dover Harbour and the Folkestone Warren. These three areas of coastline are strongly associated with undefended coastal cliffs. The review of the physical extent of CCMAs is accompanied by the advice on what should and should not be permitted in these areas. Such advice, which reflects national planning guidance, is embodied in the following policy.

5.48 As the text accompanying Policy SP14 - Enhancing Green Infrastructure and Biodiversity, makes clear, work to examine and address coastal squeeze, namely the loss of land and natural habitats or deterioration of their quality, and the need to relocate land uses to enable the landward transgression of these habitats in response to coastal erosion and sea level rise in conjunction with other coastal processes, will be progressed during the lifetime of the Plan. Such work will also address the potential need to provide for relocation of development or infrastructure away from CCMAs in the District.

CC7 - Coastal Change Management Areas

Within the Coastal Change Management Areas (as identified on the Policies map):

- 1 Permanent new development will not be permitted.
- 2 Temporary development may be granted time-limited planning permission provided that it is demonstrated that the development:
 - a Requires a coastal or clifftop location;
 - b Will be safe and will not increase the risk to life during its planned lifetime;
 - c Provides wider sustainability benefits; and
 - d Will not exacerbate rates of coastal change anywhere on the coastline.
- 3 Householder applications (including extensions, outbuildings and alterations to existing dwellings) in CCMA's may be permitted provided it is demonstrated that the development:
 - a Will be safe and will not increase the risk to life during its planned lifetime;
 - b Will not exacerbate rates of coastal change anywhere on the coastline.
- 4 Ponds, swimming pools, septic tanks and sewage treatment plants will not be permitted.
- 5 The uncontrolled discharge or disposal of water onto the ground will not be permitted, and the management of surface water using infiltration/soakaways is unlikely to be supported.

All applications for development in CCMA's (including temporary and householder) must be supported by a coastal change vulnerability assessment and geotechnical appraisal, undertaken by suitably qualified persons, to demonstrate the above requirements (where relevant) can be met.

Implementation

5.49 The requirements of CC7 comply with the recommendations of the Review of the Coastal Change Management Areas in Dover District carried out for the Council in 2018. Given the vulnerability of such parts of the District to the effects of climate change, the requirements of Policy CC7 will be enforced for all development proposals coming forward in Coastal Change Management Areas. A Coastal Change Vulnerability Assessment is required to be submitted as part of all applications so a development can demonstrate its exposure to risk from coastal erosion. This must consider the changes in risk over the planned lifetime of the development. A Geotechnical Appraisal must also be submitted as part of all applications in Coastal Change Management Areas. The purpose of the Geotechnical Appraisal is for a development to demonstrate that it will not detrimentally affect ground stability nor exacerbate or accelerate coastal erosion, with respect to itself, its neighbours or any surrounding infrastructure or property, neither during nor after its construction.

5.50 Both the Vulnerability Appraisal and Geotechnical Appraisal must be undertaken by suitably qualified persons and can be commensurate in scope to the size and scale of the development as well as the development's vulnerability.

5.51 In line with the recommendations of that Review, the Council will consider removing Permitted Development rights for properties falling within these areas. In relation to surface water management, 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.

CC8 - Tree Planting and Protection

What are we trying to achieve?

5.52 To protect the existing trees of the District and to encourage a significant uplift in the number of additional trees planted over the Plan period to 2040 in order to help sequester carbon from the atmosphere.

Justification for approach

5.53 Tree planting is recognised as an important way of reducing carbon emissions through carbon storage. Furthermore, trees provide habitats for wildlife and are important for their visual amenity. Woodland and individual trees can help to maintain air quality, provide shade, aid water attenuation, help to preserve soils and increase biodiversity. They can act as stepping-stones for wildlife throughout the landscape and provide important wildlife corridors within the urban environment. Trees can also make places more attractive and cohesive, encourage increased use of walking and cycling routes and contribute to greater health and wellbeing.

5.54 The NPPF (2021) acknowledges the important contribution that trees make to the mitigation of and adaptation to the effects of climate change, as well as to the character and quality of urban environments. It requires that existing trees are retained wherever possible and that opportunities are taken to incorporate trees in new developments, including through the creation of tree-lined streets and the introduction of measures such as community orchards. Place-making and community wellbeing aspects of tree planting are addressed by Policy PM1 of this Plan.

5.55 Tree planting is recognised by the Government as being one of the main ways the UK can achieve a 100% reduction in carbon emissions by 2050. The UK has a target to deliver 19% woodland cover as a key part of the country's response to the climate and ecological emergency, and target of net-zero carbon emissions by 2050. The England Trees Action Plan 2021-2024 sets out the government's long-term vision for the treescape it wants to see in England by 2050 and beyond. Under this Action Plan, approximately 7,000 hectares of woodlands will be planted per year by the end of May 2024 alongside new initiatives to improve the health of the nation's trees and create more woodlands in towns and cities.

5.56 In 2019 Kent County Council committed to plant a tree for every person resident in Kent, a total of just over 1.5 million new trees as an important part of the Council and county's strategy for reaching a net-zero target. This commitment to increase tree cover is part of a wider strategy for the protection, restoration and creation of natural solutions to mitigate and adapt to climate change, support biodiversity and promote multiple benefits.

5.57 To complement such initiatives this Local Plan introduces these requirements for tree planting and protection, in order to significantly increase tree canopy cover in the District and to help sequester carbon from the atmosphere. The presumption is that the trees required by this policy will be in addition to tree planting that comes forward under the National Action Plan and Kent County Council proposals and will be planted within gardens, and as part of landscaping schemes that form part of development, with maintenance and replacement required by planning condition. In new commercial developments, planting of new trees will be encouraged within all landscaping schemes. Off-site planting provision will only be considered where space is demonstrated to be a significant constraint. As part of the Council's Green Infrastructure Strategy a Tree Strategy will be prepared by the Council to accompany this Plan and provide detailed guidance on the delivery of this Policy.

5.58 In addition to tree planting it is recognised that other natural habitats sequester carbon and that measures can also be taken to enhance their effectiveness. The enhancement of existing grasslands, saltmarshes and grazing marshes which store carbon in soils, the provision and expansion of green and

wildlife corridors, re-wilding initiatives, increasing biodiversity and planting hedgerows are all measures which can enhance carbon capture and therefore are also encouraged as important methods of delivering the Council's climate change strategy objectives. Such mechanisms are supported by other policies in the Plan and are addressed in the Green Infrastructure Strategy.

CC8 - Tree Planting and Protection

Tree Planting

- a A minimum of two new trees will be required to be planted for each new dwelling (this does not apply to applications for conversions and changes of use to residential), and a minimum of one new tree will be required to be planted for every 500 sq.m of new commercial floorspace created.
- b Trees should be native Kent species, of local provenance from a bio-secure source, and should be standard size in specification as a minimum.
- c A presumption that the trees will be planted on-site rather than off-site will apply. For major development where it is demonstrated that new trees cannot be provided on-site, a financial contribution will be required towards the planting of trees off-site having regard to the Council's Green Infrastructure Strategy.
- d A detailed landscaping scheme and landscape management plan should be submitted for all major development schemes, including, but not limited to, details of the trees and shrubs to be planted, and proposals for how the landscaping scheme will be managed and maintained over the lifetime of the development.

Tree Protection and Replacement

- e Dover District Council will make Tree Preservation Orders (TPOs) when necessary in order to protect specific trees, groups of trees, or woodlands, in the interests of amenity and biodiversity.
- f Development involving the loss of or damage to a tree, group of trees or areas of woodland that are designated as being of significant amenity, biodiversity or historic value in the Council's Green Infrastructure Strategy will only be permitted when the benefits of the development clearly outweigh the benefits of their retention and the applicant has demonstrated that no alternatives are available.
- g Trees protected by Tree Preservation Orders should be retained wherever possible, unless:
 - i it is demonstrated by an arboriculturist report that they are dead, dying, diseased or represent a hazard to public safety; or
 - ii The Council deems the felling to be acceptable with regards to the Council's policy on tree management; or
 - iii The benefit of the proposed development outweighs the benefit of their retention.
- h If felling is deemed acceptable by parts (f) or (g) then the planting of two replacement trees for each tree felled in an appropriate location will be required.

Implementation

5.59 The importance of tree planting and protection is established in PM1 - Achieving High Quality Design and Place Making. All relevant development proposals will be required to comply with the criteria of Policy CC8. Support will be given to applications which deliver the measures included in the policy. For major development, in exceptional circumstances a financial contribution towards the planting of trees elsewhere

in the District in line with the Council's Green Infrastructure Strategy may be accepted in place of the requirements of this policy and will be secured through the developer obligations process (Section 106 agreement).

5.60 It is recognised that for some minor development, particularly on constrained brownfield sites there may not be sufficient space to accord with the policy requirements. Where this is the case, applications should demonstrate why it has not been possible to meet the policy requirements for new tree planting and how they have sought to maximise the planting of trees on the site taking into account the constraints of the site.



Place Making

PM1 - Achieving High Quality Design, Place Making and the provision of Design Codes

What are we trying to achieve?

6.1 To ensure that new buildings and spaces are of the highest design quality and to create attractive, inclusive, healthy places which promote local distinctiveness and a sense of place.

Justification for approach

6.2 The NPPF (2021) is clear that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

6.3 High quality, inclusive design is essential in creating and maintaining places where people want to live and work, now and in the future. Good design is not just about making places visually attractive. It has a fundamental role in achieving sustainable development, tackling health inequalities, mitigating the effects of climate change, helping to create flourishing economies and diverse, vibrant and inclusive local communities. The hallmark of good design is a place that is designed around people, with its own identity, that functions well and that creates variety and choice.

6.4 The NPPF states that Plans should set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. It also recommends that local planning authorities prepare design guides and codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences, to provide maximum clarity about design expectations at an early stage.

6.5 The National Design Guide and National Model Design Code form part of the Government's collection of planning practice guidance to support the NPPF. The National Design Guide addresses the question of how we recognise well designed places, by outlining and illustrating the Government's priorities for them in the form of ten characteristics. These relate to:

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

6.6 The Guide also illustrates how well-designed places can be achieved in practice using a range of good practice examples. The National Model Design Code provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide (see above), which reflects the government's priorities and provides a common overarching framework for design. In the absence of locally produced design guides or design codes, these national documents should be used to guide decisions on applications.

6.7 At a local level, the Council has adopted the [Kent Design Guide](#) as a Supplementary Planning Document. [The Kent Design Guide](#) seeks to provide a starting point for good design while retaining scope for creative, individual approaches to different buildings and different areas. It aims to assist designers and others to

achieve high standards of design and construction by promoting a common approach to the main principles which underlie local planning authorities' criteria for assessing planning applications. It also seeks to ensure that the best of Kent's places remain to enrich the environment for future generations. The Guide does not seek to restrict designs for new development to any historic Kent vernacular, rather, it aims to encourage well-considered and contextually sympathetic schemes that create developments where people really want to live, work and enjoy life.

6.8 Delivering development that is beautiful, achieves design excellence, that is of the right type, and in the right location, and that adds to the existing high quality natural and built environment is a key priority for the Council.

6.9 Dover has a rich and diverse built and natural environment, and the District's towns, villages, rural and coastal areas all have their own distinct character and unique history that is valued by local communities. It is important that new development in the District respects this and seeks to enhance the District's environment by creating places that are attractive, well-connected and easy to understand and use, that do not result in harmful levels of light pollution, that harmonise with the surrounding built form and landscape, whilst seeking, where appropriate, to embrace the best of modern architecture and design so that innovation is not stifled.

6.10 New residential developments should not be 'housing-led' in respect of their design, instead residential amenity, open space, trees, landscaping and a high-quality public realm should be at the core of all new schemes to ensure the creation of high-quality places. The Sport England 'Active Design Guide' sets out 10 active design principles to link health, design and planning and promote active lifestyles and should be taken into consideration in all proposals. Applications for major and mixed-use developments should have regard to the associated Active Design checklist to show how the design principles have been addressed in the scheme. New commercial and mixed-use developments should also seek to create places that are high-quality in terms of their public realm, where parking and servicing is discreet, and where the emphasis is on active street frontages which create safe and welcoming places.

6.11 Dover Town Centre in particular offers opportunities for significant change through the redevelopment of vacant sites and replacement of poorly designed buildings. Developments with innovative layouts which maximise the use of a site and, where appropriate, make use of multiple levels are encouraged, having regard to local context and the historic setting of the town. Proposed schemes that aim to achieve landmark buildings should be of demonstrably outstanding architecture.

6.12 Good design is not a cost to be negotiated away once planning permission has been obtained. It is the benchmark that all new developments should meet. Good design should be considered an intrinsic part of good place making and should be considered at the start of the design process for any development.

6.13 This policy provides clear design expectations for proposals that come forward in the District and sets out a number of key principles that should inform all development from the earliest stages of the design process.

6.14 To support this policy approach, and in accordance with emerging national policy, the Council will produce a District Design Code and also produce Local Design Codes for areas in the District where significant development is proposed. These will be prepared with the local community to reflect local aspirations and will be adopted as Supplementary Planning Documents. The purpose of the Design Codes will be to provide a local framework for creating beautiful and distinctive places with a consistent and high-quality standard of design, to provide clarity over what constitutes acceptable design quality for that area of the District, and thereby provide a level of certainty for developers and the local community.

PM1 - Achieving High Quality Design, Place Making and the provision of Design Codes

All development in the District must achieve a high quality of design, that promotes sustainability, and fosters a positive sense of place, by responding to the following principles in an integrated and coherent way. Development which is not well-designed will not be supported. Where relevant and appropriate to the proposal under consideration, new development must:

1 Context and Identity

- a Demonstrate an understanding and awareness of the context of the area (including existing important views, the potential for creating new views, and historic and architectural character), appreciate existing built form and respond positively to it.
- b Be well designed paying particular attention to scale, massing, rhythm, layout, and use of materials appropriate to the locality.
- c Be compatible with neighbouring buildings and spaces (including public and private spaces, green and urban spaces, spaces between and around buildings - taking into account purpose and function, access and linkages, uses and activities, comfort, image and sociability).
- d Respect and enhance character to create locally distinctive design or create character where none exists.
- e Have a positive and coherent identity that everyone can identify with, and be visually attractive.
- f Demonstrate the appropriateness of the proposed design response. Appropriate design responses can range from repeating or reinterpreting local building patterns through to abstract forms which blend in with the prevailing streetscape/landscape. Where relevant, developments should draw inspiration from traditional building forms to inform contemporary designs and materials.
- g Take an integrated approach to the design process, from the project inception, where place making and sustainable development are considered as one.

2 Built Form

- a Make efficient use of land and promote compact forms of development that are walkable, and have access to local public transport, facilities and services.
- b Be of an appropriate density (typically between 30 - 50 net dwellings per hectare) that combines the efficient use of land with high-quality design that respects character and context. Higher density development will be encouraged in sustainable and accessible locations, such as around transport hubs or town centres, where this is appropriate. Lower density development may be appropriate in edge-of-settlement locations.
- c Incorporate focal points and destinations to create a sense of place and make it easy for anyone to find their way around.
- d Make a positive contribution to the visual character of the area, with the aim of creating a sense of harmony and visual continuity between the existing area and proposed development.
- e Be inclusive in its design for all users.

3 Movement

- a Integrate into existing areas of the District, be well-connected with all transport modes such as providing high quality pedestrian and cycle infrastructure including PRoW connections, and prioritise sustainable transport choices.

- b Create a clear structure and hierarchy of streets to ensure the development is easy to understand and navigate for all groups in society.
- c Be designed to give priority to people over cars, and reduce vehicle domination and vehicle speeds.

4 Nature

- a Demonstrate an understanding of the local landscape context and bring green and blue infrastructure into streets, open and public spaces.
- b Ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in the development in line with Policy CC8.
- c Provide high quality multi-functional green open spaces with a variety of landscapes and activities, including play, that also deliver enhanced biodiversity and flood mitigation.
- d Ensure that open spaces are designed to be resilient to climate change and adaptable over time so that they remain fit for purpose and are managed and maintained for continual use.
- e Support habitat conservation and creation for wildlife, for example through the creation of wildlife corridors, hedgehog highways, provision of swift bricks, bat roosts and bee bricks.

5 Public Spaces

- a Deliver well-located, high-quality and attractive public spaces that are integrated into the surrounding area, support a wide variety of activities, and encourage social interaction, to promote health, wellbeing, social and civic inclusion.
- b Ensure that public spaces are faced by buildings, and are designed to be safe, secure, inclusive and attractive for all to use.
- c Incorporate trees and other planting within public spaces to promote health and wellbeing and provide shading.
- d Ensure that existing features, including trees, natural habitats, boundary treatments and historic street furniture, that positively contribute to the quality and character of an area, are retained, enhanced and protected.
- e Take a coordinated approach to the design and siting of street furniture, boundary treatments, lighting, signage and public art to meet the needs of all users.
- f Ensure that new advertisements do not detract from the character and appearance of the surrounding area and do not have an adverse effect on public safety.
- g Ensure that outdoor lighting is sensitively located and designed to minimise light glare, light spillage, light trespass and sky glow. Outdoor lighting should avoid: adverse impacts on residential amenity; disruption to the movement of wildlife on blue and green corridors; impact on designated/priority habitats and protected species; adverse impact on protected landscapes, heritage assets, or areas where dark skies are an important part of the nocturnal landscape.

6 Homes and Buildings

- a Ensure that the siting, layout and design of vehicle and cycle parking (including detached garage blocks) is sensitively integrated into the development so as not to dominate the landscape, maintains an attractive and coherent street scene, does not prejudice the wider functionality of public and private space, and creates an effective functional link and relationship with the buildings and areas they serve. To achieve this a range of parking solutions are likely to be required to avoid the dominance of frontage parking.
- b Ensure a tenure-blind approach to housing development to ensure that new developments contribute to the creation of mixed and inclusive communities.

- c Make appropriate provision for service areas, refuse storage (including waste and recycling bins), and collection areas in accordance with the nature of the development. Such areas and access to them should be appropriately sited and designed to ensure they can:
 - i Perform their role effectively without prejudicing or being prejudiced by other functions and users;
 - ii Maintain an attractive and coherent street scene and protect visual amenity; and
 - iii Avoid creating risk to human health or an environmental nuisance.
- d Promote sustainable waste management solutions that encourage the reduction, re-use and recycling of waste. This should include ensuring that there is appropriate consideration for residents to be able to segregate their waste to allow for recycling opportunities, including those who live in apartments.

7 Lifespan

- a Be designed to add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- b Be designed and planned to last and be well-managed and maintained through long-term stewardship models.
- c Be adaptable to their users' changing needs and evolving technologies, including enabling opportunities for home-working.
- d Be robust, easy to use and look after, and enable their users to establish a sense of ownership.

To support the delivery of high-quality buildings and places the Council will produce a District-wide Design Code and locally specific Design Codes for areas in the District where significant development is proposed.

Development proposals must provide evidence, through their design and access statements, to demonstrate how they have responded positively to the design policies in the Local Plan and associated guidance, including national and local design guidance, local Design Codes and the National Model Design Code, relevant Neighbourhood Plans, Village Design Statements, Conservation Area Appraisals, site-specific development briefs, the Kent Design Guide, Secured by Design Guidance and where appropriate the Kent Downs AONB Landscape Design Handbook.

Where significant design implications are identified on major proposals these will be referred to a Design Review Panel.

Implementation

6.15 The importance of high quality design and place making is established in Strategic Policy SP2 – Planning for Healthy and Inclusive Communities, and the requirements of Policy PM1 should be considered alongside it. The Council will encourage the use of its pre-application advice service prior to any planning application being submitted so that issues relating to design and place making are addressed at an early stage in an integrated way.

6.16 Developments where the design implications are considered to be significant due to the location of the site and/or the size and scale of the proposal will be referred to a Design Review Panel and applicants would be expected to pay for this. Design Review is a well-established way of improving the quality of design outcomes in the built environment, and is recognised as an important tool in the NPPF. Design review promotes good quality developments that help create better places and avoid the cost of poor design.

Design Review should be undertaken at the earliest opportunity to save the applicant time and money spent changing the scheme later in the process. The following sites allocated in this Plan will be expected to be subject to Design Review at the pre-application stage:

- SAP1 - Whitfield Urban Expansion - to inform the masterplan and design codes
- SAP3 - Dover Waterfront
- HRS1 - Dover Western Heights
- SAP6 - Dover Mid Town
- SAP7 - Bench Street, Dover
- SAP12 - Car Park rear of Charlton Shopping Centre, Crafford Street, Dover
- SAP24 - Land to the South of Aylesham
- SAP28 - Land between Eythorne and Elvington
- HRS2 - Former Snowdown Colliery, Aylesham

6.17 The above list is not exhaustive and there may be other instances of site allocations where, due to the specifics of the proposals being brought forward, it would justify the need for a Design Review. For windfall proposals, the need for Design Review will be considered on a case-by-case basis taking into account the size and scale of the proposals, and the significance and/or sensitivity of the location of the proposal. 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.

6.18 Where Design and Access statements (DAS) are required to be submitted with applications as set out by national validation guidance, these should explain how the principles and criteria of Strategic Policy SP2 and Policies PM1 and PM2 and those in adopted Neighbourhood Plans have been taken into account and reflected in the project design. Where appropriate, the Design and Access Statement should also summarise how the design response supports and is consistent with site or area-specific supporting documents (e.g. development briefs or SPDs) and other Local Plan policies, notably those on climate change, housing, sustainable travel, parking, heritage, green infrastructure and biodiversity and air quality so that it can be demonstrated how the design responds to these issues in a holistic and integrated way.

6.19 A Design and Access Statement should be provided alongside and in addition to any issue-specific assessment that is required via the Council's validation checklist, for example a Biodiversity Report, Flood Risk Assessment, Drainage Strategy or Heritage Statement. This is so a particular planning or design matter can be demonstrated and considered in detail, whilst illustrating how the response to that individual matter relates to the overall design rationale and holistic response.

6.20 Affordable homes should be distributed throughout developments in clusters and be fully integrated with the market homes, with a consistent approach towards external design, materials and finishes. All affordable homes will be required to comply with planning policy requirements such as design, accessibility, amenity, and water efficiency.

6.21 The findings of any public involvement in exhibitions or design workshops should also be summarised with an explanation showing where they have influenced the design.

PM2 - Quality of Residential Accommodation

What are we trying to achieve?

6.22 To ensure that all new residential development in the District is of the highest design quality both internally and externally, to provide a healthy living environment that meets the needs of the people who live there both now and in the future, and to protect and enhance the District's residential environment and attractiveness as a place to live.

Justification for approach

6.23 Securing new high quality housing and protecting and enhancing the District's residential environment is a key priority for the Council. The number of new homes needed to 2040 will create challenges for developers, but also provides a unique opportunity to raise the quality of design and create developments that are attractive, spacious, safe, accessible, adaptive, energy-efficient and sustainably designed and constructed, and which help deliver healthy and inclusive communities.

6.24 The evidence that good quality housing is critical to health is well established (Public Health England 2017). Improved housing conditions can increase life expectancy, prevent disease, improve quality of life, reduce poverty and help mitigate climate change. Central to this is ensuring that new housing provides adequate living space, is a comfortable temperature, safe, and accessible for people with disabilities. Furthermore, given that people are living longer and the proportion of older people in the population is increasing, the need to provide flexible and adaptable accommodation to meet people's needs as they change over time is critical.

6.25 The NPPF sets out the need to secure high quality design and a good standard of amenity for all existing and future users of land and buildings and the NPPG further qualifies this by recommending that where a local planning authority wishes to require an internal space standard they should do so by reference in their local plan.

6.26 The Council's evidence suggests that most houses built in the District over the last five years have been in accordance with the National Described Space Standard (NDSS) (March 2015) ²³This is due to the fact that the types of houses coming forward in the District are primarily three and four bedroom houses, in accordance with the strategy set out in the Core Strategy 2010; and that developers are now more widely building to the National Described Space Standard. However, it is important to recognise that this trend may change in the future, particularly as the Local Plan supports a more varied housing mix on sites, in addition to higher densities and due to the rise in conversions to residential from other uses. Given this, it is considered justified to require developments to meet the National Described Space Standard over the Plan period. This approach is supported by the evidence in the Whole Plan Viability Study (2020).

6.27 In addition, there is an increasing need for accessible and lifetime homes, so that new houses meet the needs of the people who live in them and can be adapted across their lifetime. Developments therefore need to be designed to last, and be flexible and adaptive in their design to respond to changes in society.

6.28 The Strategic Housing Market Assessment (SHMA) 2017 indicates that the population aged 65 or over is going to increase significantly in Dover District over the plan period; from 28,409 in 2020 to 43,616 in 2040, a rise of 53.5%. The projections also suggest that there will be an increase in the number of households headed by someone over 65 from 18,567 in 2020 to 29,179 in 2040, an increase of 57.1%. As

23 [Technical housing standards – nationally described space standard \(publishing.service.gov.uk\)](https://www.gov.uk/publishing-standards/national-described-space-standard)

a result of these emerging trends, the SHMA partial update December 2019, estimates that by 2040 there will need to be between 9,813 and 10,878 dwellings built to the lifetime homes standard in the District within the general housing stock.

6.29 In order to meet the changing needs of this age group, the Council will encourage developers to consider the future needs of households when designing residential accommodation. The Council requires, as a minimum, all new development to be designed to Building Regulation optional requirement M4 (2) accessible and adaptable dwellings. In respect of the Building Regulation optional requirement M4 (3) wheelchair user dwellings, in accordance with national guidance this can only be required on units where the local authority has nomination rights, i.e. within the affordable rented element of a development. This requirement will be applied on sites of 20 dwellings or more, where the Council will require 5% of the total dwellings to meet this standard.

6.30 The provision of sufficient space, light and ventilation within new homes is an important element in improving the quality of life of all residents and in addition to compliance with the NDSS, new dwellings should be designed with layouts which create useable space, along with windows in all habitable rooms to ensure access to natural light and ventilation.

6.31 The provision of appropriate external amenity space in developments is equally important in creating a healthy living environment as indoor space, an issue that has been emphasised by the Office for National Statistics who reported that one in eight households in Great Britain had no access to a private or shared garden during the coronavirus pandemic.²⁴

6.32 The Council also supports the national Decent Homes Standard for social housing, and the proposals within the 2022 Review²⁵ which seek to apply the Decent Homes Standard to all homes in the private rented sector.

24 [One in eight British households has no garden - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/conditionsanddiseases/articles/oneineightbritishhouseholdshasnogarden/2020-07-27)

25 [Decent Homes Standard: review - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/decent-homes-standard-review)

PM2 - Quality of Residential Accommodation

All new residential development, including conversions, must:

- a Be compatible with neighbouring buildings and uses and not lead to unacceptable living conditions through overlooking, noise or vibration, odour, light pollution, overshadowing, loss of natural light or sense of enclosure;
- b Be of appropriate layout with sufficient usable space and contain windows in all habitable rooms to facilitate comfortable living conditions with natural light and ventilation;
- c Meet the government's latest Nationally Described Space Standard in respect of internal accommodation;
- d
 - i On schemes of up to 19 dwellings, the Council will expect all new build development to be built in compliance with building regulation part M4(2).
 - ii On schemes of 20 or more dwellings, the Council will require 5% of the development to be built in compliance with building regulation M4(3) (wheelchair user homes), with the remaining development to be built in compliance with Building Regulation part M4(2).
- e Provide well designed private or shared external amenity space on-site, that is of appropriate size and fit for purpose; and
- f Where relevant, measures to ensure fire safety should be incorporated at the planning stage for schemes involving a relevant high-rise residential building.

Planning applications must be supported with clear information to demonstrate, where relevant, how the above requirements have been met. In circumstances where the optional technical standards M4(2) and M4(3) cannot be met due to site-specific factors, the Council will require robust evidence to justify this as part of a planning application.

Implementation

6.33 The criteria set out in PM2 adds further detail to Strategic Policy SP2 – Planning for Healthy and Inclusive Communities and will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals for new residential accommodation coming forward during the lifetime of this Plan. All proposals for new residential accommodation must therefore accord with all the criteria set out in these policies.

6.34 Planning applications for new dwellings should demonstrate that they meet the government's latest Nationally Described Space Standard in respect of internal accommodation. The planning application should clearly set out the floor area, number of dwelling storeys, the number of beds and built in storage area for each dwelling typology as set out below:

- A dwelling provides at least the Gross Internal Area (GIA) and built-in storage area set out in Table 6.1 below
- A dwelling with two or more bedspaces has at least one double (or twin) bedroom
- In order to provide one bedspace, a single bedroom has a floor area of at least 7.5 sq.m and is at least 2.15 m wide
- In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5 sq.m
- One double (or twin bedroom) is at least 2.75 m wide and every other double (or twin) bedroom is at least 2.55 m wide

- Any area with a headroom of less than 1.5m is not counted within the GIA unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m within the GIA)
- Any other area that is used solely for storage and has a headroom of 900-1500 mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900 mm is not counted at all
- A built-in wardrobe counts towards the GIA and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72 sq.m in a double bedroom and 0.36 sq.m in a single bedroom counts towards the built-in storage requirement
- The minimum floor to ceiling height is 2.3 m for at least 75% of the GIA

Table 6.1 Minimum gross internal floor areas and storage (square metres) from Nationally Described Space Standards

Number of Bedrooms	Number of bed Spaces (persons)	1 story dwellings	2 story dwellings	3 story dwellings	Built in storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

6.35 Planning permissions granted for schemes of 1 to 19 dwellings will be subject to a condition that requires the dwellings to be constructed to the accessibility standards set out in Part M4 of the Building Regulations. Permitted schemes of 20 dwellings or more will be subject to a condition that 5% of the development will be built in compliance with Building Regulations M4(3) (wheelchair user homes), with the remaining development to be built in compliance with Building Regulations Part M4(2). The requirements for M4(3) can only be provided within the affordable rented element of a scheme, and therefore if proposals do not include this tenure, criteria d)ii of the Policy will not be applied - for example if sites in Dover Urban Area may not provide affordable housing, in line with Policy SP5 Affordable Housing.

6.36 External spaces should be proportionate to the size of the dwelling and meet the needs of those who are likely to live there. It should enable occupants to enjoy their home, allowing space for play and socialising and catering for domestic needs, such as storage of refuse, clothes drying and storage of bicycles and other items typically too large to be comfortably stored within the dwelling.

6.37 Flatted development will also be required to make adequate provision for external amenity space through the use of balconies and/or courtyards wherever feasible, and appropriate to improve enjoyment of the dwelling. Where this is not possible, communal external space should be designed to maximise amenity for users, with careful siting and design of communal refuse storage and cycle parking areas which will not count towards the external amenity space provision.

6.38 With regards to fire safety, where required, a fire safety statement should be submitted in accordance with the guidance set out in the national planning practice guidance. Further details in respect of this are available [online](#).

6.39 Applications for all new residential development must include supporting documentation which includes clear plans and statements setting out how the requirements of this policy have been met. The requirements will be secured by planning condition.

6.40 The guidance within the implementation section of Policy PM1- High Quality Design, Place Making and provision of Design Codes is also relevant to the implementation of this policy.

PM3 - Providing Open Space

What are we trying to achieve?

6.41 To ensure the creation, enhancement, and management of open space across the District meets the needs of local communities both now and in the future, promotes active lifestyles and delivers healthy and inclusive communities.

Justification for approach

6.42 Open space, which includes all open space of public value, can take many forms, from formal sports pitches and play parks to open areas within a development, linear corridors and country parks.

6.43 Access to high quality open spaces and opportunities for sport and recreation supports healthy and active lifestyles and are essential for the creation of healthy and inclusive communities. In urban areas, open space can also make a significant contribution to the form, character and high-quality built environment of the District. Open space can sometimes be of historic significance, perhaps as part of a Conservation Area or simply contribute to visual amenity by providing views and vistas or simply through its beauty. It can also play a vital role in supporting biodiversity and contributing to green infrastructure and a reduction in recreational pressure on internationally designated environmental sites.

6.44 Growth expected in the District will increase the pressure on existing open space resources; therefore, it is important to plan positively to meet the additional demand by enhancing existing facilities, or creating new open spaces, and securing their maintenance in the long term. The NPPF (2021) states that local planning authorities should base their policies for open spaces on robust and up-to-date assessments of local needs. Furthermore, these assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area.

6.45 An Open Space Assessment of all accessible open spaces across the District was undertaken and an Open Space and Play Standards Paper (2019) has been produced to reflect the assessment findings. The assessment identifies the quality, quantity and accessibility of current provision, produces local provision

standard recommendations in accordance with relevant guidance and local needs, and identifies opportunities to protect and enhance the existing provision. By ensuring that new residential development delivers open space that meets these standards, the Plan can ensure that the supply of open space keeps up with population growth.

6.46 The following typologies were assessed:

Table 6.2 Open Space Typologies

Typology		Primary purpose
Accessible green space	<i>Parks & gardens</i>	Accessible, high-quality opportunities for informal recreation and community events.
	<i>Amenity greenspace</i>	Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas
Natural & semi-natural greenspace		Wildlife conservation, biodiversity and environmental education and awareness.
Provision for children & young people		Areas designed primarily for play and social interaction involving children and young people, such as equipped play areas, MUGAs, skateboard areas and teenage shelters.
Allotment		Opportunities for those people who wish to do so to grow their own produce as part of the long-term promotion of sustainability, health and social inclusion.

6.47 The Open Space Assessment (2019) and Open Space and Play Standards Paper (2019) recommend a minimum area threshold for each typology is used to determine if provision should be provided on or off site. This means that when a development alone generates sufficient new residents to require entirely new provision, this provision will be provided on that site. These suggested residential unit thresholds have been refined to reflect local occupancy data and other evidence and rounded to the nearest 5 units. For new parks and gardens and allotments any on-site provision will be reflected within the Site Allocation policy. For natural and semi-natural green space this is considered within Policy SP14 - Green Infrastructure, which sets out requirements for on-site Green Infrastructure and off-site connectivity. For all other open space typologies, the refined thresholds are set out in Policy PM3.

PM3 - Providing Open Space

Residential development of ten or more dwellings will be required to provide or contribute towards the provision of open space that meets the needs of that development, in addition to appropriate maintenance costs. This will be delivered through on-site delivery and/or financial contributions towards new or improved off-site provision, as per the following criteria:

- a Where new open space is provided, it should meet the following quantity and access standards:

Table 6.3 Open Space Quantity and Access Standards (Policy PM3)

Open space type		Quantity standards (per 1,000 population)		Access standard (maximum distance from the new homes)
Accessible greenspace	<i>Parks & gardens</i>	1.91 ha	0.45 ha	1,200 metres or 15-minute walk time
	<i>Amenity greenspace</i>		1.46 ha	800 metres or 10-minute walk time
Allotment		0.21 ha		1,200 metres or 15-minute walk time
Provision for children & young people		0.06 ha		Strategic sites: 1,200 metres or 15-minute walk time Non-strategic sites: 600 metres or 7.5-minute walk time

- b Developments that reach the thresholds in Table 6.4 will be expected to provide new open space of the following typologies on-site. This on-site open space provision will be of the minimum size prescribed within the table.

Table 6.4 Open Space Thresholds and Minimum Sizes for On-site Provision (Policy PM3)

Open Space Type		Number of Dwellings	Minimum area to be provided on-site
Amenity Greenspace		60	0.2 ha
Play Areas ¹	Local Area for Play (LAP)	25	0.01 ha
	Locally Equipped Area for Play (LEAP)	100	0.04 ha
	Neighbourhood Equipped Play Area (NEAP)	260	0.10 ha

¹ Minimum recommended size for play areas by Fields In Trust

- c Where open space is to be provided on-site, this should be supported by a governance strategy which will need to be agreed with the Council. This strategy will need to set out what facilities are to be delivered and by when, and how and when they will be managed and maintained over time to an acceptable standard. The open space could be offered to the local Town or Parish Council, the District Council or appropriate community group or charity, subject to payment of a commuted sum. Should a private management company model be promoted, then it will need to be established and run in a way that is affordable, gives the residents a key governance role and is focused towards the management of the facilities to be delivered by the development.
- d Where the thresholds in Table 6.4 are not met, a financial contribution will be sought for the purpose of funding quantitative or qualitative improvement to an existing, or the provision of new, publicly accessible open space. The financial contribution will cover the cost of providing and maintaining the improvements to existing, or provision of new open space, and will be secured through developer contributions (currently Section 106 Agreements).

Proposals for new open space shall respond to any existing deficiencies in specific types of open space in the locality of the development, as set out in the most recent evidence. The Council will work with applicants to identify open space needs and will support proposals that deviate from the mix of typologies set out in this policy where deficiencies are corrected, and the full provision of open space is made.

Implementation

6.48 The criteria set out in PM3 adds detail to Strategic Policies SP2 – Planning for Healthy and Inclusive Communities and SP11 - Infrastructure and Developer Contributions, and will be the basis for pre-application discussions and for the determination of planning applications for all residential proposals of 10 or more units which will require the provision of new open space and/or enhancement of existing open space in the District coming forward during the lifetime of this Plan.

6.49 To understand where deficiencies have been identified and projects identified to rectify them, applicants should refer to the Open Space Assessment (2019) and Open Space and Play Standards Paper (2019), along with any subsequent reviews or evidential updates, in addition to the open space layer on the Council's online policies map and the latest Infrastructure Delivery Plan. A Supporting Statement should then be submitted to evidence and justify how proposed schemes will respond to the requirements of the policy (combined with those for Policy PM4 – Sports Provision, if relevant).

6.50 Furthermore, where open space is provided on-site, a governance strategy should be submitted setting out how the open space is to be managed and maintained in the future. Where off-site contributions are sought, the calculations for this will be based on guidance in the emerging developer contributions SPD, and long term maintenance costs will also be included to ensure the facility is of appropriate quality standards to meet the needs of the residents.

6.51 The open space requirements of this policy will be secured through developer contributions, currently S106 Agreements, for on-site provision (or off-site contributions if appropriate) along with appropriate maintenance costs.

PM4 - Sports Provision

What are we trying to achieve?

6.52 To improve the provision of good-quality sports facilities, to meet the District's needs and increase participation in sports and physical activity, particularly among children and young people, to tackle obesity and improve health and wellbeing.

Justification for approach

6.53 One of the core planning principles of the NPPF (2021) is to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs. It establishes the importance of access to high-quality open spaces and opportunities for sport and recreation that can make an important contribution to the health and wellbeing of communities.

Indoor Sports

6.54 The Indoor Sports Facilities Strategy (2023) covers the period to 2040 and provides an up-to-date audit and assessment of indoor sports facilities in the District, factoring in the recent successful completion of the Dover Leisure Centre. The Strategy has been produced using Sport England Guidance and in consultation with local providers and users. The aim of the strategy is to understand the current supply, how the District's facilities are currently being used, and what the future demand is likely to be. This information will help the Council and facility providers concerning future planning and investment and will inform the Infrastructure Delivery Plan (IDP).

6.55 The main priorities from the Strategy in relation to meeting future needs are:

- There is a deficit in swimming pool water space of a 6 lane 25m pool. A feasibility and options appraisal study for the potential improvement and replacement of the existing Tides Leisure Centre is being undertaken (2022).
- Additional sports hall capacity, or greater access to existing education sites, is likely to be required at Whitfield, Aylesham and in Dover Town Centre. The additional planned developments in these locations will generate a combined need for additional sports hall space equivalent to 2.4 badminton courts
- With regards to health and fitness facilities, the latent demand reports completed for Tides Leisure Centre show that a significant level of latent demand exists for that site. Other potential areas for improved health and fitness facilities are in the settlements of Aylesham and Sandwich.
- There is a requirement to increase the level of provision of dedicated multi-purpose studio space within the District. This is linked to the potential latent demand for health and fitness facilities, which also support the need for increased studio space for group exercise. The Council will support development of new community accessible dance and activity studios and potential provision for this need within the Tides Leisure Centre to complement the expanded health and fitness offer.
- There is unmet demand in the District for boxing and martial arts facilities, with strong growth in club membership in recent years. Boxing and martial arts clubs looking for dedicated facilities will be supported in doing so.

Outdoor Sports and Playing Pitches

6.56 To inform the provision of outdoor playing pitches in the District, the Council produced a Playing Pitch Strategy (PPS) in 2019. The primary purpose of the PPS is to provide a strategic framework which ensures that the provision of outdoor playing pitches meets local and community needs for existing and future residents, and visitors to the District. The PPS was developed in accordance with Sport England

guidance and under the direction of a steering group led by the Council and including National Governing Bodies of Sport (NGBs) and provides a strategic framework for the provision and management of playing pitches.

6.57 The Strategy makes the following recommendations in relation to future needs:

- Football (grass pitches) - There is spare capacity to accommodate all teams both now and in the future with the exception of mini 5v5 pitches for which there is an overall shortfall. Further to this, there are both current and future localised shortfalls in specific analysis areas.
- 3G pitches - Supply and demand analysis highlight that Dover District has insufficient supply of 3G pitches to meet current and future demand for football training, based on the FA training model. This shortfall equates to two full-size 3G pitches.
- Cricket - The existing supply of outdoor cricket facilities is sufficient to cater for levels of both current and anticipated future demand for weekend and midweek cricket. However, all of the overplayed sites are of poor quality; therefore, improvements to maintenance and security of the sites should be undertaken as a priority to reduce the levels of overplay.
- Rugby Union - There is a shortfall of four match-equivalent sessions per week, mainly located in the Deal Analysis Area and reflects overplay at Deal and Betteshanger RFC as a result of training on the match pitches.
- Tennis - There is currently insufficient supply of tennis courts in Dover District to meet current and future club demand expressed. Improvements are required to court quality and floodlighting to increase capacity and use.
- Athletics - Demand for athletics in Dover District is currently satisfied by provision both in and out of the District. Establishing a junior section of Dover Roadrunners AC will help sustain both the Club and running activity in the District.

6.58 The Council has also worked with partners to produce a Local Football Facility Plan (LFFP), to support investment in football facilities across the District. The purpose of this plan is to identify the priority projects for potential investment in Dover. Although there are identified shortfalls of match equivalent sessions, most current and future demand is currently being met and most shortfalls can be addressed via quality improvements and/or improved access to sites that are presently used minimally or currently unavailable. Given this, the main need in the short term is for two full size 3G pitches.

6.59 The recommendations and outcomes of these assessments and strategies for sport provision across the District have been included within the Infrastructure Delivery Plan, which will be updated as projects are completed or evidence of use and need changes. It is important to note that during the lifetime of the plan, the supply and demand and future needs for each sport will evolve. The Council intends to commence the formal review to the Playing Pitch Strategy in 2024.

PM4 - Sports Provision

Residential development of ten or more dwellings will be required to contribute to the provision of new, or enhancement of existing, indoor sports facilities and outdoor playing pitch and sports facilities, to meet the needs of the development, and maintenance of those facilities.

As a starting point, for the provision of indoor sports facilities, applicants will be expected to use Sport England's Sports Facility Calculator results to quantify requirements. For the provision of outdoor playing pitches, the Sport England Playing Pitch Calculator will be used by the Council to ascertain the level and type of provision needed.

A detailed assessment will then be undertaken in order to take account of the outcomes and recommendations of the Indoor Sports Facilities Strategy 2023 and Playing Pitch Strategy 2019 (or latest available evidence) so that provision identified in the Calculators can be appropriately altered or refined to take account of local circumstances and the need to complement the Council's preferred delivery strategy for all sports facilities.

The enhancement of existing sports facilities will be delivered mainly through off-site financial contributions to identified projects, but some larger schemes may trigger the need for a new on-site facility.

All requirements will be secured via developer obligations (currently Section 106 Agreements).

Implementation

6.60 This Policy adds detail to Strategic Policies SP2 – Planning for Healthy and Inclusive Communities and SP11 - Infrastructure and Developer Contributions. The Council will work with landowners and/or developers, service providers and sport's governing bodies to ensure that existing deficits in sports provision are remedied, and that new developments are well served by sports facilities and outdoor pitches, to support the needs of the growing population.

6.61 The criteria set out in PM4 above will be the basis for discussions with Council officers at pre-application stage and for the determination of residential planning applications. Typically, infrastructure provision is sought on 'Major' sites of 10 or more dwellings or sites of 0.5ha or more.

6.62 For Indoor Sport assessment, applicants should use Sport England's Sport Facility Calculator²⁶ as a starting point to quantify the additional demand from the development. At present the calculator is only used for Swimming Pools, Sports Halls, Artificial Grass Pitches and Indoor Bowls. Following this initial calculation, applicants should refer to the recommendations and actions set out in the Council's Indoor Sport Facility Strategy (2023) or any subsequent updated assessment, to take account of local circumstances.

6.63 With regards to outdoor sport, applicants should liaise with council officers who will undertake an initial assessment of the requirement using the Sport England Playing Pitch (PP) Calculator. The calculator provides an estimate of the need for the use of playing pitches but does not suggest how the needs should be met or that a set level of new pitch provision is required. However, the results will be used alongside the findings and recommendations of the PPS and Action Plan (or any subsequent updates) to determine the most appropriate way of meeting the identified needs.

26 [Sports Facility Calculator - Sport England](#)

6.64 It is important to note that ongoing maintenance of existing or new facilities is a key requirement of the provision for outdoor sports in addition to capital or enhancement costs, and is included within the PP Calculator assessment, explained as a 'lifecycle cost'. This includes a long-term sinking fund and estimated annual maintenance costs. This lifecycle cost will be applied to the requirement in addition to capital/enhancement costs, typically for a 10-year period, along with additional requirements for changing rooms as a capital cost, where a need has been identified.

6.65 Provision of new on-site indoor or outdoor sports facilities will only be sought where there is an area of significant growth and the need cannot be met through enhancement of existing facilities. Detail of on-site specific sports requirements for the Whitfield Urban Expansion will be assessed as part of the updated Masterplan.

6.66 The requirements from new qualifying developments, ancillary buildings and maintenance will be secured by the use of developer obligations (currently Section 106 agreements) at the planning application stage. Where appropriate, developer contributions may also be used to enhance existing facilities in order to improve their qualitative standard or community access arrangements, which will generate greater capacity.

6.67 The requirements will be based on the Council's latest evidence at the time of plan preparation, this includes:

- Indoor Sports Facilities Strategy 2023,
- Playing Pitch Strategy 2019,
- Local Football Facilities Plan 2020 and
- Infrastructure Delivery Plan.

6.68 Applicants should set out in a supporting statement alongside their planning application how the needs for sports from the proposed development will be met, referring to the Calculator results and the findings of the documents listed above. This evidence should be produced in liaison with Council officers and Sport England/NGBs, where required. This statement may form part of a wider assessment, also addressing open space requirements for the scheme required through Policy PM3.

PM5 - Protection of Open Space, Sports Facilities and Local Green Space

What are we trying to achieve?

6.69 To ensure that valued open spaces within the District are retained and protected for all to access and enjoy, to promote active lifestyles and healthy and inclusive communities. To ensure that existing deficiencies in open space are not increased and that the future needs of communities are provided for. To protect against the loss of open space, particularly where they contribute to the unique cultural and historic significance of the District, and to safeguard visual amenity.

Justification for approach

6.70 The NPPF (2021) defines Open Space as "all open spaces of public value which offer important opportunities for sport and recreation and can act as visual amenity".

6.71 Dover's urban areas are interspersed with a variety of areas of open space. These include parks, informal recreation green space, natural and semi-natural green space, amenity green space, outdoor sports facilities, play areas, cemeteries and allotments. These also form part of the District's green infrastructure network.

6.72 The NPPF states that existing open space, sports and recreational buildings and land (including playing fields) should not be built on unless it can be demonstrated that they are surplus to requirements, the loss would be replaced by equivalent or better provision or the development is for alternative sports and recreation provision.

6.73 Open spaces can provide for a wide variety of activities from organised sport to simple relaxation and opportunities for walking. Open space and amenity areas are vital for people's health and quality of life and their visual importance can often contribute to the quality of the local environment. Smaller areas of informal open space on residential estates can provide an important local resource, particularly in the more built-up areas where there is less opportunity for larger open spaces.

6.74 An Open Space Assessment (2019) has been carried out to inform the Local Plan. This was a comprehensive review of existing open space designations as well as other sites with the potential to be performing an Open Space function that is worthy of policy protection in the District and has been used to determine the Council's open space designations in the Local Plan.

6.75 The sites making up the open space network are shown on the Local Plan Policies Map and protected by the following policy. It should however be noted that this list is not definitive and simply reflects open spaces known to the Council at the time this Local Plan was produced. All proposals which result in the loss of existing open space that meet the National Planning Policy Framework definition should therefore have regard to this policy.

Local Green Space

6.76 Local Green Spaces can be designated by communities through the local or neighbourhood planning processes. The NPPF sets out the circumstances under which Local Green Spaces can be designated:

- The green space is in reasonably close proximity to the community it serves;
- The green space is demonstrably special to a local community and holds a particular local significance for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- The green space concerned is local in character and is not an extensive tract of land.

6.77 The Local Plan designates 14 Local Green Spaces. This follows an assessment of 54 sites submitted by Town and Parish Councils and individuals during the Targeted Call for Sites consultation in 2021, and those listed below were found to satisfy the criteria.

6.78 The Local Green Spaces designated in the Local Plan are:

- LGS/W1 – Wingham Remembrance Garden, High Street
- LGS/W2 – Red Lion Corner, Wingham High Street
- LGS/W3 – Wingham Green, Mill Road/Canterbury Road
- LGS/L1 – Lydden Recreation Field, Village Hall
- LGS/S3 – Sandown Road/St Clements Church Allotments, Sandwich
- LGS/S4 – Gazen Salts Recreation Ground, Sandwich
- LGS/S11 - Whitefriars Meadow, adjoining Fellowship Walk, Sandwich
- LGS/S12 – The Quay Green, adjacent to Medieval Centre and Bulwark Play area, Sandwich
- LGS/S17 – Land between The Butts and Co-op, Sandwich
- LGS/S19 – Land between The Butts and KCC Depot, Sandwich
- LGS/S20 – Laburnum Avenue green space, Sandwich
- LGS/S27 – St Barts Hospital Field, Sandwich

- LGS/S32 – Boatman Hill Cemetery, Sandwich
- LGS/S40 – The Butts Footpath, Sandwich

6.79 Details of the LGS assessment can be found in the supporting topic paper which is part of the evidence base.

PM5 - Protection of Open Space, Sports Facilities and Local Green Space

Development proposals that involve the whole or partial loss of open space, including outdoor recreation facilities, playing/sports fields, allotments, or of built and indoor sports facilities, will not be supported unless:

- a A robust assessment of open space and sports provision, using the quantity and access standards for open space and sports facilities set out in this Local Plan, has identified a surplus in the catchment area to meet both current and future needs, and full consideration has been given to all functions that open space and indoor built sports facilities can perform, having regard to the existing deficiencies within the local area; or
- b Any replacement facility (or enhancement of the remainder of the existing site) provides a net benefit to the community in terms of the quantity, quality, availability and accessibility of open space or sport and recreational opportunities; or
- c The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

In all circumstances, the loss of open space will not be permitted if that open space:

- 1 Contributes to the distinctive form, character and setting of a settlement;
- 2 Creates focal points within the built-up area; or
- 3 Provides the setting for important buildings or scheduled monuments, or are themselves of historic or cultural value.

The sites identified on the Policies Map as Local Green Space, including those identified within adopted Neighbourhood Plans, will be protected from development in accordance with the requirements of the National Planning Policy Framework.

Implementation

6.80 The criteria set out in PM5 will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals that involve the loss of any open space typology, in addition to built sports facilities. All proposals that involve the loss of open space must therefore accord with the criteria set out in this policy.

6.81 The Council will only allow the loss of open space or built sports facilities either following a robust assessment which demonstrates it is surplus to requirements or where it is replaced with an alternative use or facility which demonstrably provides a net benefit to the community. In all circumstances the amenity significances of the existing Open Space are to be considered.

6.82 Where required, an open space assessment should typically address:

- This policy and other relevant local and national planning policies around open spaces and how the proposed development addresses them;

- The findings and recommendations in the Council's most up-to-date open space or sports facilities assessments;
- Open spaces and sports facilities in the area and the site's relationship to them;
- Supply and demand for the type of development being proposed, and how it fits into these statistics; and
- Any remediation efforts to compensate for loss of the space or facility to the local community.

Local Green Spaces

6.83 As set out in the NPPF, once designated, a Local Green Space (LGS) will be afforded the same protection as Green Belts and new development will not be permitted other than in very special circumstances.

6.84 It is important to note that the Ash and Worth adopted Neighbourhood Plans also have identified Local Green Spaces which will also be protected by this policy, along with any additional LGS identified in any subsequently adopted Neighbourhood Plans. These will be included within the Policies Map.

PM6 - Community Facilities and Services

What are we trying to achieve?

6.85 To ensure that all the District's communities are well served by a range of public, private, community and voluntary services and facilities that are appropriate to meet people's everyday needs, and are affordable and accessible.

Justification for approach

6.86 The NPPF (2021) states that planning policies and decisions should plan positively for the provision and use of community facilities and other local services to enhance the sustainability of communities and residential environments and guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

6.87 The provision of healthy and sustainable communities is central to the vision of this Local Plan. For neighbourhoods and villages to function effectively as communities with a high quality of life, minimising social exclusion and promoting integration and healthy lifestyles, it is important that the people living in them have easy access to a good range of community facilities and services. Having things to do and places to go underpins people's physical and mental health for all sections of the community.

6.88 Some community facilities need to be provided at the level of the neighbourhood or village, whereas others are more likely to be of a scale that means they should be provided at strategic locations such as town centres (for example museums and arts facilities). All community facilities should however be inclusive and easily accessible on foot or by public transport.

6.89 Given that the provision of community services and facilities is an important part of the Council's vision for maintaining sustainable communities within Strategic Policy SP2 – Planning for Healthy and Inclusive Communities, and that they are recorded within the Settlement Hierarchy Matrix which supports this Local Plan, it is very important that they are not lost, particularly in the rural areas. This policy ensures that they can only be lost if they are no longer needed, or if they are satisfactorily replaced with an alternative provision.

6.90 The Council recognises that local communities are often best placed to identify buildings or land that furthers their social wellbeing, or social interests, as well as neighbourhood infrastructure needs. It is also recognised however that there may be challenges relating to ensuring sufficient funding for ongoing operational costs associated with a community facility. It is therefore important to ensure that existing land and facilities for community purpose is not lost to other uses without careful consideration of local needs and options for retaining the opportunity in community use. Assets of Community Value (ACV) as designated under the Localism Act 2011 by local communities cannot be considered for loss or redevelopment.

6.91 Requirements for new, or enhancement of existing, community facilities and services needed to support development set out in this plan are identified within the Infrastructure Delivery Plan and will be identified through site-specific policies where possible. New 'major' residential development will be required to contribute to the provision of new or existing community facilities, to meet the needs of the new residents or where there are identified shortfalls of provision already in the location.

PM6 - Community Facilities and Services

1 Provision of new facilities and services

New residential development of ten or more dwellings or sites of 0.5ha or more, will be required to contribute to the provision of new, or enhancement of existing local community facilities and services, to meet the needs of the development. This will be secured through developer contributions (Section 106 agreements) as set out in Policy SP11, and have regard to any relevant supporting documents which evidences local need.

The Council will support the provision of new community services and facilities where they are in accordance with policies in this Local Plan and the NPPF. New community services and facilities should be in appropriate locations which are convenient to the communities they serve and accessible by a range of sustainable transport modes, including walking, cycling and public transport, and buildings that are inclusive, accessible, flexible and sited to maximise shared use of the facility.

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, including through the shared use of facilities, will also be supported. The particular benefits of any proposal that secures the long-term retention of a community provision will be given positive weight in determining planning applications.

2 Loss of existing community facilities and services

Any community facility or service that makes a positive contribution to the social or cultural life of a community should be retained unless suitable alternative provision already exists, new provision is provided or the need for the provision is demonstrated to be obsolete.

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 circumstances:

- a Alternative provision of the same or similar service or facility is already available in the local area, and accessible to residents in that catchment area; or
- b It can be clearly demonstrated that there is no longer a current demand for such a facility or for alternative community use, or any real prospect of such a demand arising within a realistic timescale; or
- c It can be clearly demonstrated that an acceptable alternative means of meeting any such demand will become available in an accessible location before the loss of the existing facility; or
- d The new development consists of, incorporates, or provides an appropriate alternative recreational or community service or facility, either on-site or in a suitable location accessible to the local community, of equivalent or better provision in terms of quantity and quality.

Demand should be assessed according to the nature of the existing facility in question.

In addition, in settlements which are classified as Rural Service and Local Centres, Larger Villages and Smaller Villages and Hamlets in the settlement hierarchy, when applications are submitted for the loss or change of use of facilities and services, account will be taken of its importance to the community that it serves and the range of other facilities and services that would remain. Permission for loss or alternative uses will not be given if the community would be left without any local services or facilities, or the range would be seriously diminished, unless the applicant has demonstrated that the use is no longer commercially or otherwise viable.

Implementation

6.92 For the purposes of this policy, Community Services and Facilities include, but are not limited to:

- Community centres and village halls
- Healthcare facilities; including hospitals, doctors' surgeries, pharmacies and dentists
- Education and children's facilities
- Cultural facilities; including arts provision, museums, concert venues and theatres
- Commercial leisure; including cinemas and pubs
- Places of worship, cemeteries and crematoriums
- Other public services such as libraries, post offices, household waste and recycling centres
- Voluntary and Community Sector (VCS) spaces and informal spaces for activity

6.93 The criteria set out in PM6 will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals that involve the provision of new or loss/change of use of existing community facilities and services. All proposals that involve the provision of new or loss / change of use of existing community facilities and services must therefore accord with the criteria set out in this policy.

6.94 Given the provision of community services and facilities is an important part of the Council's vision for maintaining sustainable communities, this policy ensures that they can only be lost if they are no longer needed, or if they are satisfactorily replaced. In the rural areas, the involvement of the local community or representatives such as Parish Councils when identifying what that suitable alternative provision must be undertaken and the outcomes of such engagement provided in evidence to support any such application.

6.95 Across the District, where there is a proposal for a facility to be lost and not replaced, it will be necessary for the applicant to demonstrate that there is already an existing service or facility in the catchment area which is easily accessible to the residents it serves, or that there is no prospect of demand for that or an alternative community facility or service arising within a reasonable timescale. The length of that timescale will depend upon the type of facility and proportionate to the location and scale of the facility or service and provision of nearby alternative facilities.

6.96 Within town centres and urban areas where there is a larger quantity and wider variety of community provision, the policy requirement to demonstrate evidence can be met with a statement which sets out details of the similar or alternative provision in the nearby catchment/neighbourhood area. Where the current community provision proposed to be lost is meeting needs that will not be met by other nearby existing or replacement provision, a more detailed and longer term marketing and commercial viability evidence report will need to be provided at the cost of the applicant.

6.97 In the rural areas, with regards to loss, or overall diminishing of services in a settlement/area, the applicant must submit detailed commercial viability evidence to support the loss of the provision. This should include evidence that adequate and genuine attempts have been made to market the premises for a community use, as appropriate, but have failed to produce a viable offer. Marketing should be through an appropriate agent and for a period of time that fully tests demand having regard to the buoyancy of prevailing market conditions at the cost of the applicant.

6.98 Where there is an identified need for new on-site services and facilities, they should be 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.

6.99 It is important to note that local shops or open spaces and sports facilities which may also form part of the community services provision are safeguarded under Policies PM5 – Protection of Open Space, Sports Facilities and Local Green Space, R1 – Primary Shopping Areas and R3 – Local Shops.



New Homes

H1 - Type and Mix of Housing

What are we trying to achieve?

7.1 To provide a range of housing types and sizes in the District to meet the needs of the local community, provide resilience in the housing market, increase choice and widen opportunities for home ownership.

Justification for approach

7.2 National Policy and Guidance makes clear that when considering the delivery of new homes the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. The latest Strategic Housing Market Assessment (SHMA), 2019 for the District sets out the dwelling size, household type and tenures that are required to be built over the plan period, including the overall mix of general market housing in addition to the affordable tenure types as set out in SP5 Affordable Housing.

7.3 Detail is also given within the current SHMA on the dwelling sizes by tenure, with an overall mix sought of 12.2% from one bedroom, 20.4% from two bedrooms, 35.2% from three bedrooms, and 32.2% four or more bedroom dwellings. These tenures may be subject to change in future SHMAs.

7.4 The SHMA also prescribes that 576 units of housing for older people and 66 units of housing with care should be provided within the identified need and identifies a need for 990 additional spaces of Registered Care for housing those aged 65 and over between 2020 and 2040. This forms part of the institutional population and is in addition to the housing supplied within the local housing need identified above.

H1 - Type and Mix of Housing

Proposals for 10 or more dwellings will be required to demonstrate how the mix of tenure, type and size of housing proposed on-site reflects the Council's latest evidence of housing need and market demand and contributes towards meeting the varied needs of different households.

Applicants will need to demonstrate how they have taken into account the latest evidence of need in terms of tenure, type and size of dwelling so that a range of housing is delivered to meet the needs of different groups in the community including families with children, older people, people with disabilities and people wishing to build their own homes. This evidence should include the SHMA and any subsequent updates, and any relevant local housing survey data, for example any local needs assessments or Neighbourhood Plans.

Development proposals for standalone older persons' housing or other specialist housing are exempt from this requirement and will be supported in principle where they can be located in accessible and sustainable locations.

Implementation

7.5 The criteria set out in Policy H1 will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals for housing schemes of 10 or more dwellings coming forward during the lifetime of this Plan. All proposals for new housing schemes of 10 or more dwellings should therefore accord with the criteria set out in this policy.

7.6 Where it is not possible to provide the full range of housing types, then evidence of viability, any site constraints, or an oversupply of certain types housing will be required to justify departing from the required need.

7.7 Applications for older persons' housing or other specialist housing should have regard to the Kent Accommodation Strategy for Adult Social Care in determining housing options for adult social care clients, and to ensure that adequate facilities are provided for older persons.

7.8 It is important to note that the Council itself is also meeting the needs in the District for Affordable Housing with a range of new Council Housing currently being planned and delivered, largely in Dover and the District centres. More information is available on the website [here](#).

H2 - Rural Local Needs Housing

What are we trying to achieve?

7.9 To support the delivery of rural local needs homes to enable local people to remain in the village where they live or work and not be forced to move away because of high house prices and high rents.

Justification for approach

7.10 Due to the lower levels of housing supply in rural areas, affordability has historically been a particular issue in rural parishes, resulting in people with employment or family connections to a particular village or area being unable to find housing in that location that is affordable to them.

7.11 In order to address such specific housing need, the development of low-cost, local needs housing in rural areas on land that would not ordinarily be acceptable for housing development, and therefore where planning permission would not otherwise be granted, is supported at national level. Such housing must remain affordable in perpetuity i.e. below the prevailing market value, and be available for either sale or rent, to meet an identified local need. To achieve this, occupiers should be prevented from being able to own Local Needs dwellings outright. Such schemes are therefore usually managed by a Registered Social Landlord. First Homes are considered to fall within this category, as set out in PPG.²⁷

7.12 The need for such schemes will arise from circumstances unique to a parish. It will therefore be the responsibility of the Parish Council, or relevant local community organisation, to identify the extent and type of need for such housing (which may include the need of adjacent parishes) for those with genuine and proven local connections. It is expected that the Parish Council will play an integral role in the development of such schemes, including involvement with the administration of a Local Housing Needs Survey.

7.13 As such developments come forward as exceptions to other policies in this Plan and are restricted to this particular form of housing, the value of the land will be substantially lower than that of market housing land. Furthermore, such exception schemes are supported by grant funding, usually from Homes England.

²⁷ [First Homes - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/first-homes).

It is therefore the low cost of the land and the availability of grant funding which enables such housing developments to be affordable and not the built quality of the development, which is expected to be of a high standard, compliant with the design policies of this Plan.

7.14 The NPPF requires that planning authorities consider whether allowing open market housing on such sites would help facilitate the delivery of local needs housing. With low land costs and grant funding available, there should be no need for market housing to make a scheme viable, unless it is demonstrated that there are particularly abnormal site costs.

7.15 In order to control sporadic development in the countryside and to maintain the primary objective of meeting rural affordable housing need, the Council will only permit an element of cross-subsidy on rural exception sites in exceptional circumstances, and where there is a proven viability issue. In such instances, the applicant will be required to provide an open-book viability assessment at their own expense.

H2 - Rural Local Needs Housing

Proposals for local needs housing in the rural area beyond a settlement's identified confines will be supported subject to all of the following criteria being met:

- a The local need is clearly evidenced in a comprehensive Local Needs Housing Survey of the parish, and adjacent parishes where appropriate, prepared by or in consultation with the Parish Council and with the District Council's Housing Department in the first instance;
- b The development is compatible with the layout, density, fabric and appearance of the existing settlement;
- c In the case of settlements in, or surrounded by, the Kent Downs AONB or Heritage Coasts, that the proposal complies in the first instance with the primary requirement of conserving and enhancing landscape and scenic beauty, and where this is demonstrated, that the scale and extent of development is limited, sensitively located and designed to avoid or minimise adverse impacts on these designated landscapes;
- d It would conserve and enhance landscape character and biodiversity;
- e Where the site adjoins open countryside, appropriately designed landscape buffers, including soft boundary treatment of native species and hedging already present in the immediate vicinity of the site, are included;
- f It would preserve or enhance any heritage assets within its setting;
- g It would not have an adverse impact on the living conditions of existing adjoining residents;
- h It is demonstrated that traffic generated from the development can be safely accommodated on the local road network;
- i The development is of a suitable scale, type and tenure, taking account of the affordable housing already planned in the parish or nearby area, and will be available at an appropriate cost to meet the identified need; and
- j Initial and subsequent occupation is controlled through legal agreements to ensure that the accommodation remains available to meet the purposes for which it was permitted, in perpetuity.

Proposals which promote market housing as a means of enabling local housing need will be supported where robust evidence is submitted to show why it is required to facilitate the delivery of the scheme in terms of viability, and the market housing mix and house types are appropriate to the site location and scale of overall development, having regard to the latest evidence of housing need.

Implementation

7.16 The format of Local Needs Housing Surveys will need to be agreed with the District Council's Housing Department. Surveys should follow the process set out within the Council's Affordable Housing Rural Exception Sites SPG or subsequent updates. In particular, surveys should establish the quantum and tenure characteristics of the local need, site location options and constraints, available parish facilities (Settlement Matrix should be referenced) and occupancy requirements.

7.17 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 proposals conserve the landscape character and provide a high standard of amenity for existing and future users. Other factors such as the capacity of the rural road network and potential connections to sustainable modes of transport will be considered.

7.18 Proposals which promote market housing as a means of enabling local housing need must provide evidence as part of a planning application. This should include independently verified and robust viability evidence. Any viability appraisal should be prepared at the applicant's expense and will be publicly available. All such viability appraisals will be independently reviewed and assessed as part of the determination of planning applications. The cost of any such independent assessments will be met by the applicant. Details on any site-specific circumstances and how they impact on the viability of the proposal will need to be clearly set out in any case being put forward.

7.19 Should a viability case be proven, the enabling market housing element should be the minimum required to make the scheme viable, and should only comprise 2-bed houses, bungalows, small 2/3-bed self-build plots or such specific adapted small properties as the Housing Needs Survey may identify. Any market housing should be comparable in design to the local needs housing on the site.

7.20 In exceptional circumstances where cross-subsidy is demonstrated as acceptable, the market housing element should be kept to a minimum and represent only a small proportion of the housing units provided. Development of cross-subsidy sites will not be regarded as creating a precedent for future expansion of rural settlements to meet general housing requirements.

H3 - Meeting the Needs of Gypsies and Travellers

What are we trying to achieve?

7.21 To meet the needs for Gypsy and Traveller accommodation in the District across the plan period through the provision of additional pitches on existing permitted sites and the protection of existing Gypsy and Traveller sites against loss to alternative uses.

7.22 This policy identifies those sites suitable for intensification, setting out the number of additional pitches deemed suitable and criteria for ensuring the sites are developed appropriately and safeguards against the loss of existing Gypsy and Traveller sites.

Justification for approach

7.23 The Gypsy and Traveller Accommodation Assessment update 2020 identifies a total need for 26 pitches in the District over the plan period to 2040. The Gypsy and Traveller Potential Sites Assessment 2020 identified opportunities and locations for the delivery of additional pitches in the District and recommended the provision of a framework for the intensification or expansion of these sites. Further assessment was carried out in 2021 of these sites, and additional sites were identified through a targeted call for sites which was carried out in early 2021.

7.24 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 has considered the need to accommodate enough space for structures (such as an amenity building and hard surfaces for parking) 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 (or a twin-unit mobile home which meets the definition of a caravan), a tourer, an amenity building and space for a commercial vehicle and a car. 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.

7.25 Table 7.1 lists the existing Gypsy and Traveller sites where assessments have identified a potential for additional pitches. These sites are identified to deliver a total of 5 pitches across 3 sites.

7.26 In addition to the delivery of further pitches for Gypsies and Travellers, it is also essential to protect Gypsy and Traveller sites from being lost to alternative land uses.

7.27 The Gypsy and Traveller Accommodation Assessment 2018 assessed the existing site supply, set out the number of existing pitches on permitted and tolerated sites and identified if there was a pitch deficit against the District's need. The deficit has been met through the granting of planning permissions between 2020 and 2023. It is essential to safeguard existing and new Gypsy and Traveller sites as they make a substantial contribution towards meeting the needs for pitches within the community now and for future generations.

H3 - Meeting the Needs of Gypsies and Travellers

Proposals for additional pitches on sites identified as suitable for intensification in Table 7.1 and as identified on the Policies Map will be supported subject to all of the following criteria being met:

- a The proposal does not exceed the identified additional pitch capacity set out in Table 7.1;
- b The proposal recognises the intrinsic character and beauty of the countryside and protects or enhances the character of the landscape in accordance with other Policies in this Plan.
- c The site would provide a good living environment free from risks to health through contamination, noise or pollution, and be compatible with neighbouring buildings and uses, in accordance with PM2a;
- d The site is capable of being provided with on-site services such as water supply, sewage disposal and power supply. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided;
- e Parking provision must be made in accordance with the parking standards as set out in TI3;
- f The proposal is well designed and laid out with adequate space, ensuring it provides suitable amenity facilities and amenity space (including play space for children), storage areas and soft landscaping; minimising the use of hard landscaping. High fences and walls will not be acceptable for the purposes of screening. Proposals for amenity buildings and dayrooms must be of an appropriate scale and design;
- g Where a site is identified as being at risk from surface water flooding, a site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5 , to inform the following requirements:
 - i SuDS should be provided in accordance with Policy CC6.
 - ii The Sequential Approach should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas.

Proposals that would result in a reduction of the number of pitches within the District will be refused unless a suitable replacement is found, or the need no longer exists.

Table 7.1 Gypsy and Traveller Intensification Sites (Policy H3)

Site Address	Additional Pitches
Plot 1A, Land at Hay Hill (The Oaklands), Ham, Eastry, CT13 0ED	2
Plot 2B Land at Hay Hill (Bluebell Place), Ham, Eastry, CT13 0ED	1
Half Acres, Short Lane, Alkham, CT15 7BZ	2

Implementation

7.28 Table 7.1 sets out an appropriate number of additional pitches on sites providing the other policy criteria are met. Site layout plans should be submitted to identify potential areas for additional pitches on-site and to demonstrate how the other policy criteria can be met. A Design and Access Statement should also be provided.

7.29 Proposals should be supported by a landscape plan to demonstrate that appropriate landscaping is to be provided on-site in accordance with the policy. Evidence should also be provided that the proposal will not detract from the amenities or privacy of neighbouring properties and uses.

7.30 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.

7.31 Any new Gypsy and Traveller site granted planning permission and implemented shall also be safeguarded under this policy. The list of gypsy and traveller sites protected by this policy will be updated as part of the Council's monitoring report.

H4 - Gypsy and Traveller Windfall Accommodation

What are we trying to achieve?

7.32 To allow windfall Gypsy and Traveller sites to come forward in the District where they are necessary to meet the needs of Gypsy and Travellers, whilst ensuring that such sites are appropriately located and designed.

Justification for approach

7.33 The Council's strategy for meeting Gypsy and Traveller need is set out in SP3 Housing Growth. This states that the Council has identified a supply sufficient to meet anticipated needs over the plan period through existing planning permissions and vacant pitches and through sites listed in Policy H3. It is also recognised that there will be circumstances where planning applications will be submitted on sites not identified through the Local Plan, where specific needs cannot be met on the permitted or existing sites (or proposed intensification sites), and where windfall development may be permitted.

7.34 A windfall policy enables the Council to deal with planning applications for traveller sites on a site-by-site basis, subject to individual circumstances and need. To this end, suitable sites, which are well-related to existing and proposed services and facilities and which would not adversely impact on a protected landscape (including internationally protected sites, AONBs or their settings, National Nature Reserves, SSSIs, ancient woodland, local wildlife sites and nature reserves), that may previously not have been identified, have the opportunity to come forward in the plan period.

7.35 The impact of new traveller accommodation on existing communities and how well proposals can be integrated is however an important consideration in the determination of applications for traveller provision. New applications will therefore need to adhere to the criteria in Policy H4 to ensure that this impact is mitigated.

H4 - Gypsy and Traveller Windfall Accommodation

Proposals for Gypsy and Traveller accommodation on windfall sites will be supported subject to all of the following criteria being met:

- a It can be demonstrated that the proposal cannot be accommodated on an alternative family owned site, at a site identified for intensification within this plan or on a lawful vacant site;
- b The site is accessible to schools, health and local services and facilities and is located to encourage travel by means other than by car;
- c The site has safe and suitable access to the road network, and there is sufficient parking provision for residents and visitors in accordance with Policy TI3;
- d The site would provide a good living environment free from risks to health through contamination, noise or pollution, and be compatible with neighbouring buildings and uses in accordance with PM2a;
- e In the case of proposals in, or adjacent to, the Kent Downs AONB or Heritage Coasts, that the proposal complies in the first instance with the primary requirement of conserving and enhancing landscape and scenic beauty, and where this is demonstrated, that the scale and extent of development is limited, sensitively located and designed to avoid or minimise adverse impacts on these designated landscapes;
- f The proposal would recognise the intrinsic character and beauty of the countryside and protect and enhance the character of the landscape and biodiversity in accordance with other Policies in this Plan;
- g The proposal would preserve or enhance any heritage assets within its setting;
- h The proposal is well designed and laid out with adequate space, ensuring it provides suitable amenity facilities and amenity space (including play space for children), storage areas and soft landscaping; minimising the use of hard landscaping. High fences and walls will not be acceptable for the purposes of screening. Proposals for amenity buildings and dayrooms must be of an appropriate scale and design;
- i The site is capable of being provided with on-site services such as water supply, sewage disposal and power supply. Foul drainage to a public sewer should be provided where possible. Where it is not, evidence will need to be provided showing that suitable alternative facilities can be provided;
- j The site is not located in Flood Zones 2 or 3. Where a site is identified as being at risk from surface water flooding, a site-specific Flood Risk Assessment must be carried out in accordance with Policy CC5, to inform the following requirements:
 - i The Sequential Approach should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas.
 - ii SuDS should be provided in accordance with Policy CC6.
- k 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, or unduly impact on the capacity of local services or infrastructure without appropriate mitigation.

Only criteria c to k (inclusive) are required to be met for the expansion of existing permitted gypsy and traveller sites.

Implementation

7.36 This policy applies to proposals for Gypsy and Traveller accommodation on sites which are not already identified as intensification sites within this Plan. This includes entirely new sites or expansion to existing sites.

7.37 The Council will encourage the use of its pre-application advice service prior to any planning application being submitted to ensure that issues relating to proposals are addressed at an early stage.

7.38 To address Criterion a) applications should be supported by a statement to explain why the need cannot be met on vacant lawful sites or identified sites within this Plan. Such circumstances may include the lack of availability of alternative accommodation for the applicants or the personal circumstances of the applicant.

7.39 Site layout plans should be submitted to identify how the proposal will be accommodated on the site. A Design and Access Statement which sets out how the policy criteria have been considered in the proposals and landscape plan to demonstrate that appropriate landscaping is to be provided on-site will also be required. Sites should be planned to ensure provision of good quality living accommodation. 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.

7.40 Applications for Gypsy and Travellers sites should state either that the proposed occupants meet the definition of Gypsy and Travellers as set out in Annex 1 of the PPTS, or that they meet the cultural need of households living in caravans as set out in the Housing and Planning Act 2016 (section 124).

7.41 Permissions for Gypsy and Traveller sites will be subject to conditions limiting their occupation to those who meet one of the identified Gypsy and Traveller groups defined in national policy.

H5 - Self-Build and Custom Housebuilding

What are we trying to achieve?

7.42 To facilitate the delivery of Self-Build and Custom House building in the District to meet the need identified on the Council's register.

Justification for approach

7.43 To provide a sustainable and diverse mix of dwellings in the District, the Council will encourage different types of housing across, and within, residential development schemes. This includes innovative new forms of delivery, such as self-build and custom house building.

7.44 Self-build can be defined as a form of building where an individual buys a plot of land and builds a bespoke house themselves (or contracts a builder to construct it for them), tailored towards their own needs and/or preferences.

7.45 Custom house building is similar; however, the individual would generally work with the site promoter, and the house built would generally be chosen from a list of templates instead of being fully bespoke.

7.46 Self-build and custom house building is a specific community housing need that goes beyond the considerations of type and tenure set out within the Strategic Housing Market Assessment. The specific need for this type of accommodation is supported through the [Self-build and Custom Housebuilding Act 2015 \(as amended by the Housing and Planning Act 2016\)](#) .

7.47 The Self-Build and Custom Housebuilding Regulations 2016 place a duty on Councils to keep a Register of people and organisations interested in self-build or custom house building projects in their District and to have regard to it in planning for such projects. Councils must also ensure that their planning policies will provide sufficient serviced plots or land to meet the demand for self-build and custom housebuilding in their area. The level of demand will be identified by reference to the number of entries added to the Council's Self-Build and Custom Housebuilding Register.

7.48 The Self-Build and Custom House building need as identified from the Council's register is reported annually through the Authority Monitoring Report. In early 2020, the Council relaunched the register to try and gain a more accurate identification of those with a local need for Self-Build and Custom House building and who were also financially capable of carrying out a build. A more accurate understanding of this need and the ability to build had become apparent due to a considerable discrepancy between those registering an interest and the number planning applications submitted for Self-Build and Custom House building.

7.49 In accordance with legislation, the current version of the Council's register requires applicants and associations wishing to register an interest in Self-Build and Custom House building in the District to provide evidence of local connectivity and of being financially solvent to carry out a build. Those who met the evidenced tests and were on the previous version of the register had their interest back-dated to their original application.

7.50 At present, the Self-Build and Custom House building need in the District is relatively small compared to other identified housing needs. However, the Council acknowledge that this type of development can offer diversity to the housing market and provide individuals and associations the opportunity to build their own homes, to meet their specific needs and requirements. To those ends the Council will be looking to facilitate Self-Build and Custom House building through the granting of planning consents on windfall and allocated sites.

H5 - Self-Build and Custom Housebuilding

The Council will support self-build and custom house building schemes on housing sites allocated in the Local Plan and on non-allocated windfall developments subject to compliance with the other Policies in the Local Plan.

Implementation

7.51 The criteria set out in Policy H5 will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals for self- and custom-build housing coming forward during the lifetime of this Plan. All proposals for self- and custom-build housing should therefore accord with the criteria set out in this policy.

7.52 Proposals in the AONB will also be considered against SP14 and the Kent Downs AONB Management Plan which seeks to promote the conservation and enhancement of the highly valued and intrinsic landscape character of the AONB.

7.53 Where Design and Access statements are required to be submitted with applications, these should explain how the principles and criteria of policies SP2, PM1 and PM2 and any relevant design policies in adopted Neighbourhood Plans have been taken into account and reflected in project design. They should also summarise how the design response supports and is consistent with site or area-specific supporting

documents (e.g. development briefs or SPDs) and all other relevant Local Plan policies, notably those on place making, climate change, transport and infrastructure and the natural and historic environment, so that it can be demonstrated how the design responds to these issues in a holistic and integrated way.

H6 - Residential Extensions and Annexes

What are we trying to achieve?

7.54 To facilitate the enlargement of dwellings through the provision of residential extensions and annexes to ensure that the existing housing stock is suitable to meet the needs of current and future residents of the District and reduce the need for residents to move to larger properties.

Justification for approach

7.55 Residential extensions and annexes are a common form of development in the District and therefore have an important influence on shaping the local environment. The Council supports residential extensions and annexes in principle and recognises that some families want or need ancillary accommodation.

7.56 Where an extension or annexe to a dwelling requires permission, it is important that the scale and visual impact of such development is appropriate in relation to both the existing dwelling and the surrounding area. They should be designed to complement the visual appearance of the existing dwelling and the settlement or area in which they are located, and not lead to adverse effects on the living conditions of nearby residents.

7.57 A residential annexe is separate ancillary accommodation to and within the same residential curtilage as the main dwelling. It often provides independent or semi-independent living space and facilities for a family member. It can be in the form of an extension to the main property, the conversion of an existing outbuilding, or in some cases a new detached building with shared facilities such as vehicular access and communal amenity and parking areas.

7.58 Extensions or alterations to residential properties, including outbuildings incidental to it of a certain size, such as a detached garage, are often 'permitted development' under the Town and Country General Permitted Development Order 2015 (as amended) ²⁸Detached annexes fall outside these permitted development rights (and any subsequent changes to them) and will require planning permission. For proposals that are not permitted development under the Permitted Development Order, the Council will apply the following policy.

28 Further guidance on this can be found in the [Ministry of Housing, Communities and Local Government \(MHCLG\) Technical Guidance for Householders \(2019\)](#).

H6 - Residential Extensions and Annexes

Residential extensions and annexes will be supported subject to all of the following criteria being met:

- a The development is compatible with the layout, density, fabric and appearance of the existing settlement, and is suitable in scale, character and materials in relation to the existing dwelling;
- b In the case of settlements in, or surrounded by, the Kent Downs AONB or Heritage Coasts, the scale and extent of development is limited, sensitively located and designed to avoid or minimise adverse impacts on these designated landscapes;
- c The development would conserve and enhance landscape character and biodiversity;
- d The development would preserve or enhance any heritage assets within its setting;
- e The development must be compatible with neighbouring buildings and uses and not lead to unacceptable living conditions through overlooking, noise or vibration, odour, light pollution, overshadowing, loss of natural light or sense of enclosure;
- f Any additional parking requirement is provided within the curtilage of the dwelling and meets the requirements set out in TI3 Parking Provision on new Development; and
- g The development is in accordance with Policy PM1 Part 1, Part 2d and Part 6c.

In addition, proposals for stand-alone residential annexes must:

- h be designed and located to ensure a clear dependency is retained between the annexe and the main dwelling;
- i be capable of reverting to single family accommodation as part of the main dwelling once the need for the annexe has ceased; and
- j be suitable in size and scale and clearly ancillary and visually subordinate to the main dwelling.

Implementation

7.59 The criteria set out in Policy H6 will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals for residential extensions and annexes coming forward during the lifetime of this Plan. All proposals for residential extensions and annexes should therefore accord with the criteria set out in this policy.

7.60 Development proposals that affect designated and non-designated heritage assets, such as listed buildings and Conservation Areas, or other traditional rural buildings, will be assessed in terms of the impact they would have on the special character (and fabric where applicable), appearance, amenity, and the setting of these heritage assets in accordance with Policy HE1.

7.61 Proposals in the AONB will also be considered against Strategic Policy SP14, Policy NE2 and the Kent Downs AONB Management Plan which seeks to promote the conservation and enhancement of the highly valued and intrinsic landscape character of the AONB.

7.62 With regards to additional parking, the proposals for the existing dwelling and extension / annexe together, must meet the requirements Policy TI3: Parking Provision. The term 'existing dwelling' is defined as the property at the time of the planning application.

7.63 Where Design and Access Statements (DAS) are required to be submitted with applications, these should explain how the principles and criteria of SP2, PM1 and H6 and those in adopted Neighbourhood Plans have been taken into account and reflected in project design. Where appropriate, the Design and Access Statement should also summarise how the design response supports and is consistent with site or area-specific supporting documents (e.g. development briefs or SPDs) and other Local Plan policies.

7.64 For all annexe schemes (attached or stand-alone) any planning permission is likely to be conditioned so as to ensure that the annexe remains used for its intended purpose. This is to avoid an annexe becoming an independent and separate residential unit at some point in the future without planning permission.

H7 - Houses in Multiple Occupation

What are we trying to achieve?

7.65 To manage the impacts of Houses in Multiple Occupation on local communities and areas alike.

Justification for approach

7.66 Houses in multiple occupation (HMOs) are properties which are occupied by unrelated households that share one or more facilities such as a bathroom or kitchen. HMOs can provide useful accommodation, but in many cases the property and area they are in was not originally designed for such intensive residential use.

7.67 Land Use Class (C4) covers small shared houses or flats occupied by between 3 and 6 unrelated individuals who share basic amenities. Planning permission is generally not required for a change of use from a dwelling house (C3) to small houses in multiple occupation (C4), as it is permitted under the General Permitted Development Order (GPDO). Planning permission is however required for a change use of from a dwelling house (C3) or small HMO (C4) to a large house in multiple occupation. The Council will consider whether there is justification in certain locations to serve Article 4 directions so that all changes of use from C3 to C4 would require planning permission and therefore be subject to this policy.

7.68 An increase in concentrations of HMOs in an area alters the character of an area, changing the population mix, impacting on the facilities and services that can be supported, as well as affecting residential amenity and social cohesion. It can give rise to noise, nuisance, more callers, a higher parking requirement and visual deterioration of buildings and gardens.

7.69 The following policy sets out the criteria which will be considered when determining applications for new HMOs or when deciding whether to take enforcement action.

H7 - Houses in Multiple Occupation

Proposals for Houses in Multiple Occupation will be supported where the proposed development, taken by itself or in combination with existing HMOs in the vicinity of the site, would not result in any of the following:

- a An adverse impact on the living conditions of existing adjoining residents.
- b An unacceptable impact on highway safety, caused by insufficient on-site parking provision thereby resulting in an unacceptable increase in on street parking.
- c An adverse impact on the visual amenity and character of the area, including that from inappropriate or insufficient arrangements for refuse and cycle storage.

Implementation

7.70 The criteria set out in Policy H7 will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals for houses in multiple occupation coming forward during the lifetime of this Plan. All proposals for new HMOs should therefore accord with the criteria set out in this policy.

7.71 Planning permissions granted for HMOs will normally be subject to a condition that restricts the number of occupants allowed to reside at the property as their main residence.

7.72 Applications for HMOs should assess the likely impact of non-provision of on-site parking on highway safety, including visibility, potential for obstruction, increased congestion and, if relevant, economic impact on local business. These should be considered on a case-by-case basis, and any design and access statement should outline how these issues have been considered and, where necessary mitigated.

7.73 The location of existing HMOs and the cumulative impact on the character of the area including potential street clutter through a lack of space for refuse storage will be considered in any application for a new HMO. Where necessary planning permissions granted for HMOs will be subject to conditions to secure provision that mitigates these impacts.



Employment and the Local Economy

E1 - New Employment Development

What are we trying to achieve?

8.1 To support the delivery of new employment development in the District in suitable and sustainable locations subject to certain criteria.

Justification for approach

8.2 The provision of new employment space is critical to the delivery of employment and jobs in the District. Strategic Policy SP6 sets out the strategic approach to the delivery of employment and identifies sites which are allocated for employment purposes.

8.3 There are also other existing employment sites including those identified in the Housing and Economic Land Availability Assessment 2021 and Economic Development Needs Assessment (2017 and update 2021), which have not been specifically allocated, but which may provide potential for redevelopment, enhancement and reconfiguration. There may also be opportunities for employment development which have not been specifically identified and are not located in existing established employment locations.

8.4 The NPPF recognises that sites to meet local business and community needs in the rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. Given the rural nature of Dover District, there are likely to be proposals where this will be the case. The NPPF states that in these circumstances it will be necessary to ensure that the development is sensitive to its surroundings, does not have an impact on local roads and exploits opportunities to make the location more sustainable. It also states that the use of previously developed land and sites physically well-related to existing settlements should be encouraged. This policy seeks to address this balance.

In Settlements

8.5 In directing employment development in the District's designated settlements²⁹ to the locations set out in this policy, the intention is to support the retention of existing employment areas, to prioritise the re-use of previously developed land and to promote sustainable patterns of development.

8.6 The policy is applicable to all proposals for employment development, including new build, redevelopments, change of use, intensification and extensions. Existing employment areas are also protected through Policy E2.

8.7 National planning policy identifies offices as a main town centre use. In accordance with this, the policy directs offices to the District's town centres. The policy also identifies a range of other locations and sites where offices and other employment uses will also be permitted. These are considered to be suitable in terms of their accessibility and location, as they are well related to existing employment and housing areas.

8.8 The Council recognises there is a need for further employment development in Deal and will support the delivery of new employment development in this location subject to the criteria in Policy E1 below.

In Rural Areas

8.9 National planning policy is clear that planning policies should support economic growth in rural areas in order to create jobs and prosperity. The Local Plan supports the expansion and growth of businesses not just through the conversion of existing buildings but also through the development of well-designed new buildings.

29 As defined in Strategic Policy SP4 Residential Windfall Development, in the Settlement Hierarchy in Table 3.3 and as identified on the Policies Map

8.10 The District has a range of existing businesses operating in the rural areas and continues to experience growth in rural enterprise, including from agricultural diversification and landowners wishing to reuse existing redundant buildings. The rural area is also attractive for businesses looking to relocate. The rollout of high-speed broadband across the District will also increase opportunities for home working.

8.11 In supporting the rural economy it is important that a balance is reached between the needs and aspirations of rural businesses and enterprise, the need to foster sustainable patterns of development and the need to protect the character and quality of the countryside. It is important that this Plan allows appropriate rural enterprise to grow and expand whilst protecting the countryside from inappropriate development and uses. The policy therefore sets out the instances where different employment uses may be appropriate.

E1 - New Employment Development

1 At Designated settlements³⁰

New employment development (office, (E(g)(i), research and development (E(g)(ii), light industrial (E(g)(iii), B2 and B8 uses) will be supported in the following locations and subject to criteria i) to ix) below:

- a Within existing employment sites as identified on the Policies Map;
- b On the employment sites allocated in this Plan; and
- c On land within or immediately adjoining the settlement confines of designated settlements. In the case of proposals for office development (E(g)(i)) in these locations outside of designated town centre boundaries, they will need to satisfy the requirements of the sequential test and impact assessment in accordance with Policy R2.

2 In the Countryside³¹

New employment development will be supported in the countryside in the following circumstances and subject to criteria i) to ix) below:

- a Within or adjoining existing rural employment sites or premises;
- b On an employment site allocated in this Plan;
- c For the development and diversification of agricultural and other land-based rural businesses;
- d To bring back into use previously developed land; and
- e To convert or, where not capable of conversion, rebuild existing agricultural or other suitable rural buildings.

All new employment development supported under 1 or 2 above must accord with the following criteria:

- i The scale and design of the proposal is compatible with the character, layout, density, fabric and appearance of the existing settlement, surrounding area, and countryside;
- ii In the case of settlements in, or surrounded by, the Kent Downs AONB or Heritage Coasts, the proposal complies in the first instance with the primary requirement of conserving and enhancing landscape and scenic beauty, and, where this is demonstrated, the scale and extent of

³⁰ For the avoidance of doubt this includes all settlements listed in Policy SP4

³¹ For the purposes of this Policy countryside is defined as land which is not within or adjoining the settlement confines of designated settlements as listed in Policy SP4

development is limited, sensitively located and designed to avoid or minimise adverse impacts on these designated landscapes;

- iii The level and type of activity the proposal generates and the functional and visual relationship it has with adjoining uses would not result in harm to the character and appearance of the surrounding area, including where relevant the character and quality of the countryside;
- iv It would conserve and enhance landscape character and biodiversity and not result in an unacceptable intrusion into open countryside or the loss of important green spaces within the confines that contribute positively to the existing character of that settlement;
- v It would preserve or enhance any heritage assets and the setting of those assets;
- vi The development must be compatible with neighbouring buildings and uses and not lead to unacceptable living conditions through overlooking, noise or vibration, odour, light pollution, overshadowing, loss of natural light or sense of enclosure;
- vii Appropriate provision can be made for parking and access;
- viii It is demonstrated that traffic generated from the development can be safely accommodated on the local road network, and the development will not generate a type or amount of traffic that would be inappropriate to the rural road network;
- ix Proposals should seek to improve provision of sustainable travel options to the site wherever possible, in accordance with Policy TI1; and
- x Where relevant, major employment development will be required to demonstrate why it cannot be located on a site identified for employment purposes in the Plan (Policy SP6 Part 1) and will not undermine the employment strategy for the area.

Implementation

8.12 The criteria set out in Policy E1 will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals for new employment development coming forward during the lifetime of this Plan. All proposals for new employment development should therefore accord with the criteria set out in this policy.

8.13 The Town and Country Planning Use Classes Order (as amended) includes the introduction of use class E - Commercial, Business and Service uses, which replaces some of the uses in classes A, B, and D. The changes allow more flexibility in permitted changes of use, without requiring the submission of a planning application in some cases. Given that Class E of the revised Use Class Order could enable retail uses to occupy non-retail Class E premises in out-of-centre locations, circumventing any relevant 'town centre first' policies (as set out in SP7 and Policy R1), and where there is a risk that an alternative use within Class E (such as retail) would impact on the health of surrounding centres, a condition may be attached to any approval of planning permission in out-of-centre locations to restrict the use to that applied for.

8.14 Proposals for new employment space in, or immediately adjacent to, settlements within the Kent Downs AONB and/or areas defined as Heritage Coasts will require particular care. Major development is not consistent with the natural beauty and special character of either of these national landscape designations and, in accordance with national policy and guidance, will therefore only be permitted in exceptional circumstances.

8.15 For sites in the rural area where proposals involve the conversion or re-build of traditional farm buildings the Council will refer applicants to Local Plan policy HE1 and Historic England's guidance, Adapting Traditional Farm Buildings Best Practice Guidelines for Adaptive Reuse (2017). The Kent Farmsteads Guidance (2014) and Kent Downs AONB Farmsteads Guidance (2012) also provide useful information and should be referred to, particularly for development within the Kent Downs AONB.

8.16 Proposals for major (as defined by NPPF) employment development that are not located on sites identified for employment in this Plan (sites listed in Policy SP6 Part 1) will be required to provide information with their application to demonstrate why the proposal could not be located on one of the allocated sites and/or Discovery Park, Sandwich. This is to ensure that the employment land strategy of the Plan is not undermined through proposals which could have otherwise been delivered on the sites proposed in this Plan.

E2 - Loss or Redevelopment of Employment Sites and Premises

What are we trying to achieve?

8.17 To protect the most sustainable employment sites in the District to ensure sufficient land is retained to meet the areas employment needs and allow for future change and growth of existing businesses.

Justification for approach

8.18 In addition to the provision of new sites and allocations to meet the employment needs of the District, it is also important that the stock of existing employment sites is maintained across the whole District. The Economic Development Needs Assessment (EDNA) 2017 and 2021 together with the Housing and Economic Land Availability Assessment work have identified a number of employment sites in the District. The EDNA provides strong economic justification for the retention and protection of the District's supply of existing employment sites and buildings where they are well-located, in order to continue to be available to meet the needs of existing and expanding or modernising businesses.

8.19 The demand for office and other employment generating uses can be expected to fluctuate over the plan period in accordance with changes in economic and market conditions. This is further emphasised by the impact of the 2020/2021 COVID-19 pandemic giving rise to an increase in homeworking and resulting in uncertainty across the business/employment sector of the local economy. It is important, therefore, that good quality existing sites and buildings are not permanently lost to alternative uses as a result of short-term trends and changes in demand.

8.20 Furthermore, given the recent amendments to the Town and Country Planning Use Classes Order, and changes to the General Permitted Development Order, which allow the conversion of Class E (g) uses (formerly Class B1) office space to residential and other uses within Class E without the need for full planning permission, it is now vital to prevent the erosion of the District's employment stock, where practical. Given this, where planning permission is required, the retention and protection of existing employment sites and buildings is a key policy aim of the Local Plan.

E2 - Loss or Redevelopment of Employment Sites and Premises

Proposals which result in the loss of existing employment sites (as identified on the Policies Map and listed in Table 8.1), or other buildings and land currently or last used for employment purposes (office (E(g)(i), research and development (E(g)(ii), light industrial (E(g)(iii), B2 and B8 uses) within the District, will only be supported where:

- a The site is allocated for alternative use within this Plan, or
- b The proposal would not result in a significant, or harmful reduction in the supply of land available for employment purposes for the remainder of the plan period, having regard to the type of employment land proposed for re-use and its location and it has been demonstrated that an employment use is no longer suitable or viable.

The proposed replacement use should be compatible with the uses in the surrounding area and should not prejudice the ongoing operation of existing businesses nearby.

Implementation

8.21 The criteria set out in Policy E2 will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals for the loss or redevelopment of employment sites and premises coming forward during the lifetime of this Plan. All proposals for the loss or redevelopment of employment sites and premises should therefore accord with the criteria set out in this policy. The level and scale of evidence required will depend upon the scale and location of the proposal.

8.22 This policy applies to all employment sites listed in SP6 in addition to the following:

Table 8.1 Existing Employment Sites

Site Reference	Address	Postcode	Settlement
ELR10	Deal Business Park, Deal	CT14 9FH	Deal
ELR13	The Worth Centre, 1 Jubilee Road, Worth	CT13 9BY	Worth
ELR17	A20 Sites, Dover (including Megger, Archcliffe Fort)	CT17 9DP	Dover
ELR19	Aylesham Industrial Estate	CT3 3EP	Aylesham
ELR20	Port Zone, Whitfield	CT16 2HQ	Whitfield
ELR4	Aylesham Development Area	CT3 3AW	Aylesham
ELR5a&b	Pike Road Industrial Estate, Eythorne	CT15 4ND	Eythorne
ELR7	White Cliffs Business Park Phases I and 2	CT16 3FH	Whitfield

Site Reference	Address	Postcode	Settlement
ELR8	Barwick Road Industrial Estate, Coombe Valley Road, Dover	CT17 0LH	Dover
ELR1	Ramsgate Road, Sandwich	CT13 9ST	Sandwich
ELR3	Sandwich Industrial Estate,	CT13 3AW	Sandwich

8.23 Small scale proposals involving in the loss of individual buildings will normally be able to demonstrate that the loss does not result in a significant or harmful reduction in the supply of land available. However this would not be sufficient justification for the loss of an employment building on the sites identified above.

8.24 In order to demonstrate that a site is no longer viable for an employment use, the applicant must provide robust evidence that the premises have been marketed unsuccessfully for both the existing use and any alternative suitable employment use for a period of at least 12 months on terms that should compare with other similar premises and locations being sold or let for employment purposes. The extent of any marketing carried out and the prevailing market conditions will also be material considerations in the Council's assessment of viability evidence. Marketing should also extend to the potential use for other suitable employment generating uses for which the particular location and premises may be suitable.

8.25 In some circumstances, the continuation of an employment use on a site may be inappropriate due to, for example, the impact upon residential amenity, an unsafe vehicular access or inappropriate vehicular movements on the rural road network. However, this judgement should be based upon the impact of a range of potential employment generating uses on the sites and not solely that of the previous or most recent operations at the site.

8.26 The Council may require the review of this submitted information by an independent consultant: it is expected that the applicant will cover the cost of this.

E3 - Businesses Operating from a Residential Property

What are we trying to achieve?

8.27 To enable suitable opportunities within the District to support new and flexible working practices.

Justification for approach

8.28 The NPPF (2021) requires planning policies to be flexible enough to accommodate needs that may arise during the lifetime of the Plan and to allow for new and flexible working practices.

8.29 The COVID-19 pandemic saw an increase in demand for new working practices, including for more opportunities for working from residential properties. In the medium-to-long-term this may result in a shift to different working arrangements on a more permanent basis. Such a changing approach to working practices may reduce the overall demand for office space in town centres and trigger a shift in occupier requirements for more flexible workspace, including workspace based in residential properties where the lawful use of the premises remains residential.

8.30 As well as delivering on the objectives of this Plan, of diversifying the economy by allowing a degree of flexibility for the workforce and businesses of the District, there are also wider benefits from a shift towards more localised working patterns, including reduced car use which will result in less congestion on the highway

network and improvements in air quality, and greater support and usage of the town and local centres within the District, which commuters out of the District may not have previously been able to take advantage of throughout the week.

8.31 It is considered that flexible office space, or workhubs, with professional equipment and meeting spaces that can be hired and used in an ad hoc manner by home-based workers, that enables employees and partners to come together to collaborate and share ideas, can be accommodated on identified business parks or in the town centres and, as such, these are supported by other policies in the Plan.

E3 - Businesses Operating from a Residential Property

Proposals for the establishment of a business operating from a residential property will be permitted, provided that it would not result in:

- a An adverse impact on the living conditions of existing adjoining residents; and
- b Additional traffic flows or vehicle parking in the vicinity, at a level that would be harmful to residential amenity or highway safety; and
- c The erosion of the residential character of the area.

Implementation

8.32 Some small-scale working from a residential property may not require planning permission. However, where it does require planning permission, consideration should be given to the impacts upon the neighbourhood, including for example traffic, noise and disturbance and any impact on character and appearance issues which may be applicable. For proposals which involve the construction of new buildings within the curtilage of the residential property, Policy E1 will also apply.

8.33 The criteria set out in Policy E3 will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals for working from a residential property coming forward during the lifetime of this Plan. All proposals should therefore accord with the criteria set out in this policy.

E4 - Tourist Accommodation and Attractions

What are we trying to achieve?

8.34 To provide a range of high-quality tourism and visitor facilities, accommodation and infrastructure, which facilitate the growth of the tourism and visitor economy sector and encourage more visits to, and longer stays in the District.

Justification for approach

8.35 The visitor economy plays a major role in Dover District's economy. In 2019, it supported 6,000 jobs in the District, or 17% of all employment. The District attracts 4.7 million day visitors annually, and offers everything from historic towns and villages to magnificent rolling countryside and iconic coastal landscapes. Millions of additional visitors travel through the District to access cross-channel ferries and cruise ships each year.

8.36 The Dover Economic Growth Strategy 2021 sets out the Council's ambitions for capitalising on the growth potential of the visitor economy to support local jobs, skills and training opportunities and identifies three objectives in this respect:

- 1 Use the new 'White Cliffs Country' brand, website and destination marketing campaigns to raise the profile of Dover District for domestic and international visitors.
- 2 Attract new providers and secure investment to enhance and diversify our visitor economy assets, ensuring the District is well-positioned for key markets.
- 3 Collaborate with the District's tourism industry and businesses to develop linked offers that improve visitor experiences and encourage longer stays and higher spend.

8.37 This is supported by 'Destination White Cliffs Country – A Growth Strategy for Tourism and the Visitor Economy 2020 to 2030' which provides a framework for the development of tourism under the 'White Cliffs Country' brand. The Tourism Strategy aims to encourage investment in the tourism industry, attract new providers, increase the number of staying visitors year-on-year and maximise visitor spend per trip.

8.38 Both the strategic location and the District's rich natural and historic environments attract many millions of people to Dover each year. The Plan aims to increase the number of overnight staying visitors within the District, which has been disproportionately low, and to capitalise on its excellent location and internationally important connections to and from Europe.

8.39 Improvements to infrastructure and the facilitation of new hotels, particularly 4* or 5* rated, restaurants and attractions, as well as business and marketing centres, will help to enable and achieve the aspirations for the tourism sector within the Dover District. The tourism industry is a major contributor to the local economy and a proactive approach to encourage the expansion of the existing tourism offer within the District will continue to grow the tourism sector, further boosting the economy and creating more jobs.

8.40 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. The aim of this Plan is therefore to enhance sustainable tourism in the District.

8.41 A broad range of accommodation, both serviced and self-catering is needed to meet the tourism requirements across the District. 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.

8.42 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.

E4 - Tourist Accommodation and Attractions

1 Provision of new, improved, upgraded or extended accommodation and attractions

- a Proposals for visitor attractions will be supported in appropriate locations across the District where it increases the range and/or quality of tourist facilities and accords with criteria i) to x) below;
- b Proposals for serviced visitor accommodation (hotels and B&B development) will, subject to criteria i) to x) below, be supported in the following locations: within and adjoining designated settlement confines (as defined in Policy SP4), on brownfield land, where it reuses existing buildings, or with an existing tourism facility;
- c Proposals for self-catering tourism accommodation (including caravans, camping, glamping, lodges, huts, tree house accommodation, and pods) will be supported across the District subject to criteria i) to x) below:
 - i The scale and design of the proposal is compatible with the character, layout, density, fabric and appearance of the existing settlement, surrounding area, and where relevant the countryside.
 - ii In the case of settlements in, or surrounded by, the Kent Downs AONB or Heritage Coasts, that the proposal complies in the first instance with the primary requirement of conserving and enhancing landscape and scenic beauty, and, where this is demonstrated, that the scale and extent of development is limited, sensitively located and designed to avoid or minimise adverse impacts on these designated landscapes.
 - iii The level and type of activity the proposal generates and the functional and visual relationship it has with adjoining uses would not result in harm to the character and appearance of the surrounding area, including where relevant the character and quality of the countryside.
 - iv It would conserve and enhance landscape character and biodiversity and not result in an unacceptable intrusion into open countryside or the loss of important green spaces within the confines that contribute positively to the existing character of that settlement.
 - v It would preserve or enhance any heritage assets within its setting.
 - vi It would not have an adverse impact on the living conditions of existing adjoining residents.
 - vii Appropriate provision can be made for parking and access.
 - viii It is demonstrated that traffic generated from the development can be safely accommodated on the local road network, and the development will not generate a type or amount of traffic that would be inappropriate to the rural road network.
 - ix Proposals should seek to improve provision of sustainable travel options to the site wherever possible, in accordance with Policy TI1.
 - x Developments which are located within the 9km Zone of Influence of the Thanet Coast and Sandwich Bay SPA will be assessed on a case by case basis under the Habitats Regulations and may be required to make full or partial contributions towards the SAMMS if applicable in line with the requirements of Policy NE3.

2 Protection of Existing Tourist Accommodation

The retention of existing tourist accommodation (both serviced and non-serviced) will be encouraged where it is accessible and remains commercially viable. Proposals for the change of use of existing tourist accommodation of 10 or more bedrooms will only be supported where it can be demonstrated that the use is no longer suitable or commercially viable.

Implementation

8.43 The criteria set out in E4 will be the basis for pre-application discussions with Council officers and for the determination of planning applications for all proposals for tourism and tourist accommodation coming forward during the lifetime of this Plan. All proposals for tourism and tourist accommodation should therefore accord with the criteria set out in this policy.

8.44 When considering an application for the loss of existing tourist accommodation (serviced and non-serviced) an assessment will need to be made as to the viability of the existing use or an alternative use. In order to demonstrate that a site is no longer viable for tourist accommodation, the applicant must provide robust evidence that the premises have been marketed unsuccessfully for both the existing use and any alternative suitable tourism use for a period of at least 12 months on terms that should compare with other similar premises and locations being sold or let for tourist accommodation purposes. The extent of any marketing carried out and the prevailing market conditions will also be material considerations in the Council's assessment of viability evidence. Marketing should also extend to the potential use for other suitable tourism uses for which the particular location and premises may be suitable.

8.45 The Council may require the review of this submitted information by an independent consultant: it is expected that the applicant will cover the cost of this.



Retail and Town Centres

R1 - Primary Shopping Areas

What are we trying to achieve?

9.1 To protect the vitality and viability of the District's Town Centres through the definition of Primary Shopping Areas and the identification of uses that are considered to be acceptable in these areas.

Justification for approach

9.2 In accordance with the NPPF the Local Plan designates Primary Shopping Areas and identifies the range of uses considered acceptable in such locations, as part of a positive and flexible strategy for the future of the key centres within the District. The Local Plan designates Primary Shopping Areas in Dover, Deal and Sandwich Town Centres. These areas are intended primarily for Class E Commercial uses which support the function of the town centre and would have previously been covered by the A Class uses. Such uses now covered by Commercial Class E ensure a competitive and attractive town centre offer, which will underpin healthy and thriving town centres.

9.3 It is considered that a relatively flexible approach to uses within the town centres is advantageous to allow the centres to adapt to new and emerging town centre trends, rather than applying an overly prescriptive approach that has been used historically in such centres, to take account of recent significant changes to the retail sector and likely longer-term trends.

9.4 The Council recognises that the flexibility provided by the current permitted development rights for commercial uses means that some changes of use would not require planning permission. Where planning permission is required the retail and town centres policy will apply.

9.5 Residential development plays an important role in the vitality and viability of our centres, bringing people into the town at different times of the day, increasing footfall and supporting a more vibrant evening and night time economy. It is however important to provide a balance between protecting town centres from an overall erosion of those characteristics which make a vibrant town centre and enabling residential uses through appropriate parameters. Residential uses at ground floor level within primary shopping areas would be harmful to the overall vitality of the District's town centres, both in terms of fragmenting retail and commercial uses, and also by creating incompatible living conditions for potential occupiers.

9.6 Proposals for change of use of ground floor premises to residential within the primary shopping area in Dover, Deal and Sandwich Town Centres will not therefore be permitted.

R1 - Primary Shopping Areas

Primary Shopping Areas are defined for Dover, Deal and Sandwich Town Centres as set out on the Policies Map. Within the Primary Shopping Areas, the Council will support in principle, retail and main town centre uses and commercial, business and services falling within Planning Use Class E, where proposals:

- 1 Maintain and enhance the vitality of these centres; and
- 2 Enable the interchange between town centre uses and uses falling within Use Class E where they would not harm the vitality and range of uses.

Proposals must:

- a Attract vibrancy, activity and pedestrian footfall to the town centre.
- b Have an active frontage and is immediately accessible by the public from the front.
- c Not harm the character and function of the town centre.

The Council will support proposals to bring upper floors back into use, including for residential and office use.

Changes of use to residential will not be permitted on the ground floor of any unit within the Primary Shopping Areas.

Implementation

9.7 Dover, Deal and Sandwich are the main town centres in the District and Primary Shopping Areas are defined for these centres, as set out on the Policies Map. Proposals for Class E uses that come forward within these areas will need to demonstrate that they can meet the criteria in Policy R1. Outside these areas the sequential test will be applied in accordance with Policy R2.

9.8 The Local Plan will support the provision of a diverse range of uses that will appeal to a range of age and social groups, recognising the importance of such uses complementing and increasing the attractiveness of the offer. A diversity of uses adds to a centre, making it more attractive, but a proliferation of uses in the same locality, which are considered not to add to the mix of the centre offer, will be unacceptable. It will also be important to consider if the development is in conflict with other policy objectives, including traffic, residential amenity, and environmental objectives (including issues such as noise).

9.9 A new 'permitted development' right was first introduced in 2014, which allows for the change of use from a small shop or provider of professional/financial services (Class E(a) (formerly Class A1) and Class E(c) (formerly A2) to residential use (C3). This involves a 'prior approval' process, and the Local Planning Authority can consider impacts of the proposed change. Up to 150 sq.m of retail space can change to residential use.

R2 - Sequential Test and Impact Assessment

What are we trying to achieve?

9.10 To maintain and enhance the vitality and viability of the District's Town Centres, by ensuring that new investment is focused in these centres, to promote their economic prosperity and ensure that new development takes place in the most sustainable locations, easily accessible by modes of travel other than the private car.

Justification for approach

9.11 When considering proposals for new retail and leisure developments, the sequential test and the impact test will be applied in accordance with national policy, in order to promote the 'town centres first' approach and ensure the continuing vitality and viability of the key centres of the District.

9.12 The NPPF defines main town centre uses as retail, leisure and entertainment, offices, arts, culture, and tourism, and the town centre as the first choice of location for these uses. Applicants will be expected to have demonstrably followed a sequential approach when selecting development sites for town centre uses, including fully exploring how the scheme could be adapted so that it could be accommodated on a more central site (i.e. disaggregation: operating from a number of units within the defined centre rather than one single unit).

9.13 The NPPF sets out that retail, office, and leisure developments (not all town centre uses) greater than 2,500 sq.m (gross) proposed in edge-of-centre and out-of-centre locations that are not in accordance with an up-to-date Local Plan and outside of existing town centres, will be subject to the assessment of the impact criteria as set out within the NPPF. However, where appropriate, local planning authorities can identify local thresholds in accordance with the considerations set out within Planning Practice Guidance in relation to scale of proposals, viability, and vitality of existing centres, etc.

9.14 The updated Retail and Town Centre Needs Assessment (RTCNA) (Sept 2021) has recommended that the impact threshold in the Plan is reduced to 280 sq.m, from 350 sq.m previously (RTCNA July 2018). It is generally considered that stores over 280 sq.m in size are unlikely to provide a purely local facility and will have the ability to draw trade from outside of their immediate local catchment with potential impacts on the vitality and viability of existing stores and centres. This threshold will apply to proposals for retail uses, including through change of use applications, applications seeking variation of condition, as well as new or extended retail proposals, in edge and out-of-centre locations.

R2 - Sequential Test and Impact Assessment

Proposals for retail development which are not located within the Primary Shopping Areas or for other 'main town-centre uses' which are not located within the boundaries of Dover, Deal or Sandwich Town Centres (as identified in Policies SP8, SP9 and SP10 and on the Policies Map) and are not supported by other policies in this plan, will only be permitted if all of the following criteria can be met:

- a A sequential assessment has been carried out that demonstrates that no suitable sites are available, firstly in the primary shopping area for retail, or the town centre boundary for other town centre uses, then edge-of-centre locations. Only if no sites are available in these locations should out-of-centre locations be considered. Preference will be given to sites that are well connected to a town centre; and
- b The proposal, either by itself or in combination with other committed development proposals, will not have a significant adverse impact on investment or the vitality and viability of a town centre, or that any significant adverse impact upon the town centres can adequately be mitigated. Proposals for retail development which are greater than 280 sq.m, will be required to carry out an impact assessment. Other main town centre uses will be required to carry out impact assessments in line with the requirements of the NPPF.

Implementation

9.15 Policy R2 sets out the Council's requirements for the Sequential and Impact Test based on the NPPF and the recommendations of the Retail and Town Centre Needs Assessment, 2021.

9.16 Applicants are advised to consult the Government's Planning Practice Guidance (Town Centres and Retail) for further guidance on the Sequential Test and Impact Test, and the Council will encourage the use of its pre-application advice service prior to any planning application being submitted to inform the scope of the assessments.

9.17 These assessments will need to be submitted as supporting documents to any planning application for proposals subject to this policy.

R3 - Local Shops

What are we trying to achieve?

9.18 To protect local shops given the vital role that they play in meeting local residents' day-to-day needs.

Justification for approach

9.19 The retail hierarchy for the District is set out from paragraph 3.128. Aylesham is identified as a District Centre, with Eastry, Kingsdown, Wingham, Ash, Shepherdswell, St Margaret's-at-Cliffe and Eythorne and Elvington identified as Local Centres. Shops and services within these settlements are vital to meet the needs of the residents and create vibrant places and support the wider rural area of the District.

9.20 Smaller individual convenience shops and local parades also provide these services, being particularly important in the rural areas of the District, and in parts of urban areas, where access to shops in the town centres is not within a convenient walking distance.

9.21 The NPPF requires planning policies to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. This is important to create sustainable communities and reduce the reliance on travel by private car.

9.22 The Council will therefore resist the loss of retail and other key services in district and local centres, villages and other locations where they provide for the day-to-day needs of the local community. The following policy specifically protects against the loss of existing convenience retail uses. Policy PM6 - Community Facilities and Services protects other local facilities and services which are important to the wellbeing of the local community and the functioning of district and local centres, and other villages.

9.23 Proposals for new or expanded individual convenience shops should limit the floorspace to 280 sq.m (the threshold above which Sunday Trading Regulations limit opening hours) to ensure that any harm to other centres within the retail hierarchy through loss of trade will be limited. Proposals for any new convenience stores will need to serve the local population and be of an appropriate scale to the locality.

R3 - Local Shops

The Council will protect individual convenience shops outside designated centres (as set out in the retail hierarchy), including where ancillary to another use (such as petrol stations). Proposals for a change of use or alternative use will only be supported where:

- a The retail unit is vacant; and it can be clearly demonstrated through evidence of extensive, active and realistic marketing over a period of at least 12 months that there is a lack of demand for, in the first instance an alternative convenience shop and then alternatively any other comparable E class use in that location; or
- b Alternative convenience retail provision is available within an 800m walking distance (not straight line distance); or
- c The replacement land use offers compelling benefits which outweigh the loss.

New individual small convenience shops, which do not exceed 280 sq.m gross, will be supported where proposals demonstrate they serve the local population and are of a scale appropriate to the particular centre. Extensions to individual small convenience shops should not create a unit which exceeds 280 sq.m gross.

Implementation

9.24 Policy R3 sets out the Council's approach for guarding against the unnecessary loss of local shops based on the NPPF and the recommendations of the Retail and Town Centre Needs Assessment, 2021. Any proposals for the change of use, loss of or provision of new convenience shops in Dover's district and local centres, and other locations will need to demonstrate that the above criteria can be met.

9.25 Evidence of marketing must be submitted with the application, and the terms on which the unit has been marketed should compare with other similar premises and locations being let or sold for that purpose.

R4 - Shop Fronts

What are we trying to achieve?

9.26 To create and maintain attractive and well-designed shop fronts, which positively contribute to the character, vitality and viability of the District's centres.

Justification for approach

9.27 The design and layout of shopfronts have evolved slowly over hundreds of years, however basic elements have remained the same. Shop fronts form an important element in the street scene, both individually and in terms of the wider street setting. They cannot only enhance the vitality of a place, but also contribute to the local distinctiveness and character of the townscape.

9.28 The NPPF and supporting guidance requires that new development integrates well into the built environment. It is therefore important that new shop fronts are of a high quality and sensitive to the area in which they are located. The attractiveness of shopfronts can usually be maintained by taking inspiration from the architecture of the building and neighbouring premises and reflecting the general scale and pattern of shopfront widths within the area.

9.29 The Council will seek to protect existing shopfronts which make a significant contribution to the appearance and the character of an area, for example through their architectural and historic merit. This includes listed buildings, Conservation Areas, non-designated heritage assets and the wider town and local centres. The Council will resist the removal of shop windows without a suitable replacement and will ensure that where shop, services, food, drink and entertainment uses are lost, good examples of shopfronts will be maintained, particularly within the Primary Shopping Areas set out in Policy R1. It is recognised that residential uses within town centres contribute to the overall vitality and viability, but alterations to existing shopfronts should not be detrimental to the character and appearance of the wider street scene as a result.

9.30 Shop windows provide views into and from premises and can help bring activity and enhance feelings of security by providing natural surveillance. Security features associated with shop windows should be internal where possible to avoid harming the appearance of shop premises and creating clutter. Shop fronts using security grilles can be particularly unattractive and can diminish the vitality of a commercial area. All new and altered shopfronts should be designed to be fully accessible for all.

R4 - Shop Fronts

The Council will require all proposals for new and altered shopfronts, canopies, blinds, shutters and other security measures to be of a high standard of design. New, replacement and alterations to employment, retail and commercial fronts will be supported where:

- a The scale, proportion, composition, design and decorative treatment are in keeping with the character and appearance of the building and wider street scene;
- b Proposals are considerate of the architectural styles and materials of the building and character of the wider street scene; and
- c Architectural or historic fronts are kept and restored.

Proposals for security shutters and grilles will not be supported if they would detract from the character and appearance of the building or wider street scene.

Implementation

9.31 This policy should be read in conjunction with Strategic Policy 2 - Planning for Healthy and Inclusive Communities and Place Making Policy PM1 - Achieving High Quality Design, Place Making and the provision of Design Codes.

9.32 For applications in Conservation Areas the 'Guidance on Shop Fronts and Signage within Conservation Areas' Supplementary Planning Document, 2012 applies and should be read alongside the relevant Conservation Area Character Appraisals. Proposals that involve changes to a listed building will need to be subject to a separate Listed Building Consent application. Regard should also be had to 'Security Measures for Retail and Commercial Premises Supplementary Planning Guidance' or any subsequent revisions thereof.

9.33 Where Design and Access Statements are required to be submitted with applications relating to shopfronts, these should explain how the criteria in Policies PM1 and R4 have been taken into account and reflected in project design. Where appropriate, the Design and Access Statement should also summarise how the design response supports and is consistent with site or area-specific supporting documents (e.g. development briefs, SPDs or design codes) and other Local Plan policies so that it can be demonstrated how the design responds to these issues in a holistic and integrated way. The use of a range of materials in the design and construction of shopfronts will be supported where appropriate.



Transport and Infrastructure

TI1 - Sustainable Transport and Travel

What are we trying to achieve?

10.1 To facilitate a shift away from petrol and diesel-powered vehicles over the lifetime of the Plan and promote sustainable forms of transport and travel and the provision of electric vehicle charging points in new development, in order to upscale provision of facilities for the usage of such vehicles across the District.

Justification for approach

10.2 The NPPF (2021) requires that significant development should be focused on locations which are or can be made sustainable, through minimising the number and length of journeys needed for employment, shopping, leisure, education and other activities and by offering a genuine choice of transport modes, and that Plans should identify opportunities to promote walking, cycling and public transport use, including by providing for attractive and well-designed walking and cycling networks. Such sustainable transport options enable healthier and more sustainable lifestyles, whilst also cutting the amount of private car use, traffic and pollution.

10.3 The NPPF also recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. In respect of the District as a whole, it has a large rural area and a quarter of the existing residents live in rural villages and countryside, where there is significant reliance on the use of the private car and where public transport options are limited. Initiatives which encourage the use of public transport over the use of the private car will therefore be supported, alongside opportunities for sustainable travel.

10.4 Planning for new developments provides the opportunity to maximise the use of sustainable transport modes including walking, cycling, and the use of public and community transport, in addition to providing opportunities for people with disabilities to access all modes of transport. This is consistent with the NPPF and supports Strategic Policy SP1- Planning for Climate Change, to discourage the use of the private car and Strategic Policy SP2 - Planning for Healthy and Inclusive Communities with regard to promoting active travel and improving air quality. In 2022 the government introduced new Building Regulation (Approved Document S: infrastructure for electric charging vehicles) which requires new buildings and those undergoing major renovation (Residential and non-dwellings) to include electric vehicle charging points.

TI1 - Sustainable Transport and Travel

Development should, in so far as its size, characteristic and location:

- a Be designed so that opportunities for sustainable transport modes are maximised and provide for a variety of forms of transport as alternatives to travel by private motorised vehicle;
- b Give priority to the needs of pedestrians, cyclists, users of public transport, car sharers and users of low and ultra-low emission vehicles;
- c Be readily accessible by sustainable transport modes through the provision of high-quality, engineered, safe and direct walking and cycling routes within a permeable site layout;
- d Contribute to sustainable transport proposals including off-site improvements to cycling and walking routes and public transport facilities, and to proposals within the Dover Infrastructure Delivery Plan; and
- e Make provision for secure cycle parking and storage having regard to the Parking Standards for Kent SPD and Kent Design Guide Review.

The Council will safeguard the Public Rights of Way network, and other existing cycle and walking routes, from development that would compromise their use and will encourage their enhancement and extension.

Implementation

10.5 The measures applicable to each development proposal will vary on a case-by-case basis, including according to the type and scale of development proposed, its location, and the level of existing transport infrastructure and services in the immediate area. This could also include a financial contribution for the implementation of sustainable transport schemes beyond the scope of an individual development to deliver, and would be sought and agreed with all relevant parties including KCC and local councils, where relevant.

10.6 Initiatives which encourage the use of public transport over the use of the private car will be supported alongside facilities to enable sustainable travel. This will include continued support for Dover Fastrack connecting Whitfield with Dover Town Centre and Dover Priory railway station and supporting the development of demand responsive public transport initiatives to serve the District's more rural areas, as set out in SP12 - Strategic Transport Infrastructure.

10.7 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. 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.

TI2 - Transport Statements, Assessments and Travel Plans

What are we trying to achieve?

10.8 To ensure that traffic generated from new development can be accommodated on the highway network to promote the delivery of sustainable development.

Justification for approach

10.9 Traffic generated by development should normally be targeted towards the primary and secondary route network in the District. Other routes should not be subject to inappropriate levels of traffic generation or unsuitable traffic movements.

10.10 When development proposals are likely to generate a significant amounts of transport movement, in terms of the volume, type and relationship to transport networks, a transport statement (for relatively small implications) or a transport assessment should be prepared, as set out in the NPPF.³²

10.11 It may also be desirable or necessary for any proposed management measures to be supported through the development and implementation of a Travel Plan for the proposed development. Travel Plans should be submitted alongside planning applications which are likely to have significant transport implications. These will also include details of sustainable and active modes of travel such as pedestrian footway improvements (including PRow), cycling networks and opportunities to improve bus travel.

TI2 - Transport Statements, Assessments and Travel Plans

Developments that would generate significant traffic movements must be well related to the primary and secondary road network. Proposals which would generate levels and types of traffic movements resulting in severe cumulative residual impacts in terms of capacity and road safety will not be permitted.

New accesses and intensified use of existing accesses onto the road network will not be permitted if it would result in a clear risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation.

Applicants must demonstrate that traffic movements to and from the development can be accommodated, resolved, or mitigated to avoid severe cumulative residual impacts.

A Transport Statement, Transport Assessment and/or a Travel Plan may be required depending on the nature and scale of the proposal and the level of significant transport movements generated, the requirements of which will be secured by planning condition or Section 106 legal agreement.

32 Paragraph 111 (NPPF 2021)

Implementation

10.12 The development of Travel Plans (TP) and Transport Assessments (TA) or Transport Statements (TS) should be an iterative process as each may influence the other. As set out in Planning Practice Guidance³³ Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development.

10.13 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, funding information, targets (including for vehicle trip generation), monitoring and sanctions in the event of targets not being met. More information on what should be included within a robust Travel Plan can be found in the [Kent Design Guide](#).

10.14 The purpose will be to identify the levels, type and pattern of travel and to consider how this might be managed to encourage walking, cycling and the use of public transport and to decrease potential private vehicular travel. Sustainable Transport and Travel Policy TI1 is also relevant to this policy.

10.15 The need for a Statement or Assessment or Travel Plan should be decided through discussions with the planning and highway authorities. However, the scale of the proposed development and its potential for additional trip generation will be the leading factor in determining the requirement. In broad terms, a residential scheme of 10 or more dwellings will require a Transport Statement, and those of 100 dwellings or more will require a Transport Assessment. For other uses such as employment, retail, leisure and community there is a range of thresholds of floorspace depending on the use, but generally those smaller than 1000 sq.m are unlikely to need a Transport Statement, Assessment or Travel Plan.

10.16 The following factors will also be taken into consideration, and may result in schemes of lesser scale than the broad terms stated above triggering a requirement for TS/TA/TP:

- Existing intensity of transport use and the availability of public transport;
- Proximity to nearby environmental designations or sensitive areas, and AQMAs;
- Impact on other priorities/strategies such as promoting walking and cycling or proximity to local initiatives or targets for the reduction of road traffic;
- The cumulative impacts of multiple developments within a particular area or the cumulative impact of a mixed-use scheme;
- Where the scheme is located close to a sensitive or problematic part of the highway network, or the planning application will create a particular local traffic problem;
- Whether there are particular types of impacts around which to focus the Transport Statement or Assessment or Travel Plan (e.g. assessing traffic generated at peak times);
- Relevant national policies, and parking standards

10.17 Any Transport Statement or Assessment will need to set out the transport vision for the development, accompanied by details about how the vision will be delivered in practice. The first requirement is to consider what sustainable and active travel, for example walking, cycling and public transport, can be delivered as part of the development. The second requirement is to assess what impacts development related traffic will have on the strategic and local road networks and what, if any, improvements are necessary.

10.18 Applicants are encouraged to contact National Highways (Strategic Road Network) and Kent County Council Highways (Local Road Network) at the earliest opportunity to agree the scope and then content of the evidence required. Any mitigation will be secured via planning conditions and/or legal agreements.

33 Paragraph 113 (NPPF 2021)

10.19 With regards to road adoption, the Council recommends that all new roads constructed within developments are designed and built to adoptable standards having regard to KCC requirements ³⁴, and the Council recommends that new roads provided as part of developments are adopted by KCC.

TI3 - Parking Provision on New Development

What are we trying to achieve?

10.20 To ensure the appropriate provision of car parking is provided and retained across the District to meet the needs of local communities both now and in the future, promote active lifestyles and deliver healthy and inclusive communities.

Justification for approach

10.21 The NPPF (2021) ³⁵ sets out that parking considerations are integral to the design of schemes and contribute to making high-quality places.

10.22 In managing the availability of car parking there is a need to balance the impact of car use with the need to provide access to services and opportunities. The availability, cost and location of parking all influence whether someone uses the car. There is therefore a need to balance the need for parking with the need to manage the use of the private car. Currently, for residential and commercial parking standards, the Council has regard to the Parking Standards for Kent developed and adopted by Kent County Council in 2006 ³⁶ as supplementary planning guidance and further refined within the Kent Design Guide Review: Interim Guidance Note 3 ³⁷.

10.23 The NPPF ³⁸ states maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.

10.24 The need to respond to the challenges of climate change coupled with the need to optimise the density of development in locations that are well served by public transport is likely to mean maximum standards remain appropriate for the District's urban areas and nil provision will be encouraged where appropriate. Even in the more suburban and rural areas it is recognised that over-provision can give rise to developments which are visually dominated by parked cars without appropriate design consideration. This must however be balanced against the risk of under-provision of car parking which could cause overspill and congestion on surrounding streets.

10.25 Whilst the Parking Standards for Kent do contain maximum standards, these have generally proved appropriate for Dover District. Therefore, these documents, or any subsequent guidance issued, will continue to be used as a starting point for establishing parking provision.

10.26 It should be noted that the requirements for cycle parking and storage are set out in Policy TI1 – Sustainable Transport and Travel.

³⁴ [Roads - Kent County Council](#)

³⁵ Paragraph 104e (NPPF 2021)

³⁶ [Kent Vehicle Parking Standards \(2006\) \(doverdistrictlocalplan.co.uk\)](#)

³⁷ [Supplementary-guidance-residential-parking.pdf \(kent.gov.uk\)](#)

³⁸ Paragraph 108 (NPPF 2021)

T13 - Parking Provision on New Development

Developments must provide adequate car parking taking into account the type of development proposed, its location and accessibility by other means of transport and having regard to advice in the Parking Standards for Kent SPD and Kent Design Guide Review: Interim Guidance Note 3 (or any subsequent guidance).

The parking provision on residential development shall take account of local circumstances including the layout of the development, the mix of dwellings, the character of the local area and the proximity of public transport.

Residential development proposed with no parking provision will be supported where:

- a it is located in easy walking distance of a range of services and facilities,
- b there is suitable access to non-car-based modes of transport, and
- c it is demonstrated that the lack of provision will not be to the detriment of the surrounding area.

Where appropriate, the Council will consider the use of Controlled Parking Zones (CPZs) to support the wider strategy for the management of on-street parking, in line with the approach outlined in this policy.

Implementation

10.27 The policy applies to all applications for new development. This includes, for example, alterations or additions to existing buildings/uses where existing parking provision may be affected.

10.28 With all parking standards it is important to allow for flexibility in their application to allow for site-specific issues to be taken into account. The policy therefore provides clarification as to circumstances where a departure from the proposed residential parking standards would be supported.

10.29 With regards to assessing the range of services and facilities, this should include an assessment using the latest settlements matrix and/or up to date information on facilities in the area. This should include day-to-day services such as general shopping and schools.

10.30 With regards to 'easy walking distance', this is not defined but it is generally accepted that a distance of 800m is sustainable, but local context must be taken into account, for example the condition, standards and topography of the route may impact on accessibility and ease of use for residents. Walking distance to the sustainable modes of travel will also be considered, such as proximity to bus stops and train stations and cycle routes in the area.

10.31 A Controlled Parking Zone (CPZ) is an area where parking controls are introduced to protect the parking needs of residents and their visitors, as well as those of local businesses. Where appropriate the Council will consider use of CPZs to support the management of on-street parking.

TI4 - Overnight Lorry Parking Facilities

What are we trying to achieve?

10.32 To support the provision of suitable overnight lorry parking in the District which does not create a detrimental impact on the amenity of local residents.

Justification for approach

10.33 The NPPF (2021) requires that planning policies should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance.

10.34 KCC surveys of overnight lorry parking have determined that the Dover area and A2/M2 corridor have significant numbers of HGVs parked inappropriately overnight, and that there are local shortages in parking provision to address this.

10.35 There is private sector interest in a number of potential overnight lorry parking sites in this project corridor, which, if they come forward, should be complementary to the strategic transport objectives of the A2 Dover Access project.

10.36 The Council therefore will support proposals for lorry parking and associated facilities, subject to a number of requirements which protect the landscape and character of the local area and residential amenity.

TI4 - Overnight Lorry Parking Facilities

Applications for the provision of lorry parking and associated facilities will be supported subject to the following criteria:

- a The site must be located on or near the Strategic Road Network, with connection that is acceptable to National Highways and the Local Highway Authority taking account of any other relevant development and/or highway schemes;
- b Proposals which affect the setting of the AONB should be sensitively located and designed to avoid or minimise adverse impacts on the AONB. Proposals which constitute major development in the AONB will only be permitted in exceptional circumstances and where it can be demonstrated they are in the public interest;
- c Proposals for the mitigation of noise and air quality impacts from lorry movements and any associated commercial operations will need to be specifically addressed as part of any application;
- d Substantial landscaping and screening should be provided to mitigate the visual impact of the development;
- e A lighting strategy must be submitted with any application and suitable mitigation will be required to deal with artificial lighting, to restrict the impact of the development on neighbouring residential properties or vulnerable uses;
- f Adequate space for access, sight lines, turning and manoeuvring must be provided in addition to the required parking spaces; and
- g The minimum dimensions of a lorry parking space should be 16m by 3.5m (56 sq.m).

Implementation

10.37 Associated facilities includes provision of appropriately designed and sited amenity buildings to be used by the lorry drivers for rest and personal care.

10.38 Applications for lorry parking must be supported by appropriate statements which detail that all of the above policy requirements have been met, as well as meeting the requirements of any other relevant Local Plan policy, for example landscape impacts. The impact on the AONB and its setting is an important consideration and reference to the Kent Downs AONB Management Plan 2021-2026 and consultation with the AONB unit is advised.

10.39 Pre-application consultation with National Highways, Kent County Council Highways and Transportation and the District Council is also advised.

TI5 - Digital Technology

What are we trying to achieve?

10.40 To support the delivery of digital technology in the District to meet the needs of current and future communities.

Justification for approach

10.41 Technology plays a multi-layered role in how we live, work and play, the importance of which has been highlighted by the COVID-19 pandemic. Getting the right technological infrastructure in place at the right time is fundamental to creating successful communities.

10.42 The NPPF states that advanced, high-quality and reliable communications infrastructure is essential for economic growth and social wellbeing and that planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.

10.43 Certain electronic communications developments do not require planning permission. However, where any form of development is subject to full planning control, such as a telecommunications mast, the Council will have regard to Government guidance in the NPPF (or any subsequent guidance) and other relevant policies of this Plan.

10.44 Provision and take-up of reliable and high-speed broadband has been a major issue reported by rural households and businesses in certain parts of the District. Slow broadband and inadequate and slow mobile phone coverage are constraints to economic development. Extending the reach of fibre broadband is key for the viability of rural businesses and will also benefit rural residents.

10.45 Building Digital UK (BDUK), part of the Department for Digital, Culture, Media & Sport (DCMS) is responsible for ensuring that every UK home and business can access fast and reliable digital connectivity. The government's aim is for this to be delivered through gigabit-capable connections. Gigabit-capable means that the connection can handle speeds of 1,000 megabits per second (Mbps).

10.46 In 2020, BT Openreach announced plans for the rollout of full fibre connections to rural and urban communities in 251 market towns and villages across the UK. This includes the settlements of Deal, Kingsdown, Ripple, Ringwould, Sandwich, Eastry and Worth. This will significantly increase access to Full Fibre Technology across the District. Work is expected to be complete by 2026. [Where and when we're building Ultrafast Full Fibre broadband | Openreach](#).

10.47 'Gigahubs' are also part of this initiative with up to £110m of government funding invested into providing gigabit connectivity to up to 7,000 rural public sector buildings including schools, GP surgeries, libraries and other public buildings across the UK ³⁹. The full programme of works can be found in the government's UK Gigabit programme⁴⁰. Improvements related to digital technology within public sector buildings and for public transport will be supported by the Council.

10.48 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.

T15 - Digital Technology

All new residential, public and business premises development will have gigabit-capable connections, or constructed to be high-speed ready, with all associated physical infrastructure.

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.

Implementation

10.49 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.

³⁹ GigaHubs: key information - GOV.UK (www.gov.uk)

⁴⁰ [Building Digital UK - GOV.UK \(www.gov.uk\)](http://www.gov.uk)



The Natural Environment

NE1 - Biodiversity Net Gain

What are we trying to achieve?

11.1 To ensure that development in the District contributes towards delivering net gains for biodiversity so that biodiversity across the District is measurably improved by the end of the plan period.

Justification for approach

11.2 Historically, planning policy has focused primarily on protecting important designated habitats and species. A State of Nature Report published in 2023 suggests that there has been a 19% decline in average abundance of wildlife since the 1970s. Therefore, it is increasingly apparent that the UK's biodiversity decline is so severe that increased efforts to bring about recovery, as opposed to merely arresting loss, are essential. Since 2012 the NPPF has incorporated the principle of Biodiversity Net Gain (BNG) achieved through development, meaning that developments must not only fully mitigate any loss of biodiversity but go further to provide a gain, so the environment is left in a better state than before the development. To ensure the delivery of such an objective, the Environment Act 2021 introduced a requirement for development to deliver a minimum 10% biodiversity net gain above the ecological baseline for the application site. The Act also introduced Local Nature Recovery Strategies which will guide the delivery of Biodiversity Net Gain projects. The Kent and Medway Local Nature Recovery Strategy is currently being prepared and is expected to be finalised in 2025.

11.3 Biodiversity Net Gain is measured using DEFRA's Statutory Biodiversity Metric, which works by placing a value on habitats based on their distinctiveness, area, condition and contribution to an ecological network, and in doing so, allowing the biodiversity value (expressed as 'biodiversity units') before and after a development takes place to be measured. In this way, the level of biodiversity gain or loss can be clearly seen by comparing the two values.

11.4 NE1 sets out how local considerations should be addressed in the delivery of Biodiversity Net Gain, seeking on-site BNG to ensure the provision of biodiverse green space in development, a contribution to local nature recovery objectives and to prevent the denuding of biodiversity in developed areas. The Policy seeks to ensure that development takes into account a local locational hierarchy for off-site BNG, along with local and national guidance and datasets, including the Local Nature Recovery Strategy and the Dover District Green Infrastructure Strategy. The Kent Habitat Survey, the Kent Biodiversity Strategy and the Biodiversity Opportunity Area (BOA) in which the site is located are also relevant.

11.5 To guide delivery of BNG in the District, a Dover District Biodiversity Net Gain Strategy will be produced as SPD/supplementary planning guidance to the Local Plan. This will give clarity to applicants about what should be submitted as part of a planning application and will set out the Council's approach to securing BNG through development. In advance of this being produced, reference should be made to the latest guidance, including Planning Practice Guidance and DEFRA guidance on Biodiversity Net Gain. Applicants should adhere to the Biodiversity Net Gain – Good Practice Principles for Development, a practical guide (CIEEM, CIRIA, IEMA, 2019) and British Standard BS42020 Biodiversity-Code of Practice for Planning and Development, or subsequent revisions.

11.6 Biodiversity Net Gain does not supersede any existing habitats or species legislation/guidance. It is simply an additional tool and therefore legal and policy provisions relating to development impacts on the natural environment, including protected sites and species, and priority species and habitats, still need to be considered in addition to Biodiversity Net Gain. A development cannot avoid this requirement by virtue of delivering a net gain. Furthermore, proposals for BNG will be expected to demonstrate the application

of the Biodiversity Gain Hierarchy and Biodiversity Net Gain will not be applied to irreplaceable habitats. In accordance with additionality principles Biodiversity Net Gain must be in addition to any habitat enhancement and / or creation required to mitigate or compensate for impacts of development on biodiversity.

11.7 Improving resilience for biodiversity is an important part of the mitigation and adaptation response to the impacts of climate change. Resilience can be improved by projects which seek to create new habitats and enhance existing habitats. Projects which seek to connect fragmented habitats and improve the ability of species to move through the environment in response to predicted climate change are particularly important for nature recovery and biodiversity resilience. Biodiversity Net Gain will contribute to demonstrating climate change adaptation required by Policy SP1.

NE1 - Biodiversity Net Gain

- 1 Development proposals must provide a minimum of 10% biodiversity net gain (BNG).
- 2 Proposals for BNG should be delivered on-site, taking into account local green infrastructure priorities set out in the Local Nature Recovery Strategy, the Dover District Green Infrastructure Strategy and the Kent Biodiversity Strategy. Only if it can be demonstrated that ecologically meaningful BNG that contributes to the local green infrastructure network cannot be practically and/or feasibly achieved within the site boundary, will the Council consider off-site alternatives in line with the biodiversity gain hierarchy.
- 3 Where off-site biodiversity gain is proposed, the Kent and Medway Local Nature Recovery Strategy, once published, should be used to guide the locations of BNG. In addition, the following locational hierarchy should be followed where possible:
 - (i) Within Dover District;
 - (ii) Within neighbouring local authority areas;
 - (iii) Within Kent and Medway;
 - (iv) Within the North Downs or North Kent Plain National Character Area;
 - (v) Elsewhere in England.

Only when it is demonstrated that there is no possibility of delivering BNG within the above locational hierarchy will the purchase of statutory credits be supported.

- 4 Development proposals must provide sufficient BNG information to satisfy the Council that the BNG requirement is capable of being successfully discharged. This should include a draft Biodiversity Gain Plan and draft Habitat Management and Monitoring Plan that follow the DEFRA and Natural England templates which should also include the following local considerations:
 - (i) The method of BNG delivery (for example on or off site);
 - (ii) Evidence to demonstrate that the biodiversity gain hierarchy and locational hierarchy set out in criteria 3 of this Policy has been followed;
 - (iii) The Statutory Biodiversity Metric should have regard to the Interim Strategic Significance Guidance for BNG in Kent and Medway (as updated), until superseded by the Local Nature Recovery Strategy;
 - (iv) Where baseline habitat of high or very high distinctiveness is retained on-site, the draft Habitat Management and Monitoring Plan should include proposals to secure its management to ensure that no deterioration would occur that results in reduced overall BNG;

(v) In deciding whether any on-site BNG is 'significant' regard shall be had to local guidance on its definition, to inform future management and monitoring requirements.

- 5 BNG proposals will be secured by condition and/or legal agreement with the Council or a conservation covenant with a responsible body. Where legal agreements are with the Council this will include a requirement to cover the Council's costs associated with the long-term monitoring of the BNG delivery.
- 6 Proposals to create biodiversity sites in appropriate locations, including biodiversity enhancement sites and sites associated with delivering the key outcomes of the Dover Green Infrastructure Strategy, and the Local Nature Recovery Strategy when published, will be supported.
- 7 The Council will encourage BNG that helps deliver nature-based solutions to climate change as well as biodiversity loss, such as the restoration and creation of ecosystems to protect shorelines, protect communities from flooding, or increasing carbon sequestration.

Implementation

11.8 This Policy reflects the Council's legal duty as set out in the Environment Act 2021 to ensure that all new built development delivers a net gain in biodiversity of at least 10% against the ecological baseline, measured using the Statutory Biodiversity Metric. Proposals for BNG must therefore be in accordance with legislative requirements. The policy applies to all proposals that are not exempt through the statutory framework. Development that falls outside the scope of mandatory Biodiversity Net Gain should still seek to provide biodiversity benefits in accordance with Policy SP14 and Policy PM1 and NPPF.

11.9 Some types of development are exempt from mandatory biodiversity net gain requirements. These are set out in The Biodiversity Gain Requirements (Exemptions) Regulations 2024, and include householder applications, small self-build and custom housebuilding and habitats below a 'de minimis' threshold. Policy NE1 applies to all development that is not exempt by these regulations (or any future amendments). To qualify for the self-build and custom build BNG exemption, planning applications must clearly demonstrate that the development meets the custom and self-build legal definition, and planning permissions must be secured as custom and self-build housing.

11.10 Biodiversity Net Gain will be a material consideration in decision making and applicants are encouraged to ensure that the biodiversity gain objective has been considered at an early stage in the site selection and development design and layout stages. The Council's pre-application advice service is available to give feedback on a proposed strategy for achieving the biodiversity gain objective.

11.11 An applicant must submit sufficient information with the planning application to ensure the Council can be satisfied that the biodiversity gain condition is capable of being discharged. This should include a draft Biodiversity Gain Plan incorporating information on how BNG is intended to be delivered, being one of the following options, or a combination of them:

- On-site
- Off-site, via a developer-controlled project
- Off-site, via an independent BNG provider
- Off-site, via a Habitat Bank
- Using Statutory Credits

11.12 With the exception of proposals that deliver BNG via a Habitat Bank or Statutory Credits, a draft Habitat Management and Monitoring Plan (HMMP) should also be submitted. This information will minimise potential delays in discharging the general biodiversity gain condition after planning permission is granted. To ensure all relevant information is submitted, the applicant is encouraged to use the Biodiversity Gain Plan template and HMMP template.

11.13 The ecological information submitted to meet these requirements must be prepared by persons who have sufficient technical competence and experience. They should be able to provide evidence of qualifications or training on request, in accordance with BS 42020: 2013.

11.14 BNG will be measured using the Statutory Biodiversity Metric. If an applicant wishes to deviate from the published methodology this must be ecologically justified and agreed with the Council at the earliest possible stage.

11.15 Local considerations should be embedded into the Biodiversity Metric. The metric includes the 'strategic significance' component which will be informed by the Kent and Medway Local Nature Recovery Strategy when it is finalised. In the meantime, the metric spreadsheet should be completed in accordance with the Interim Strategic Significance Guidance for BNG in Kent and Medway (as updated).

11.16 Only if it can be clearly demonstrated that ecologically meaningful Biodiversity Net Gain cannot be achieved within the development site boundary will the Council consider off-site provision, or Statutory Biodiversity Credits as a last resort. An example of a proposal that may not be ecologically meaningful would be a lowland meadow habitat close to homes which has multifunctional purposes (such as play space, or a water detention basin) that prevent the habitat achieving its intended condition.

11.17 Off-site provision should be discussed and agreed in the first instance with the Council and will be expected to be strategically located for nature conservation, in accordance with local priorities.

11.18 Proposals for BNG must be acceptable to the Council in terms of design and location and should take into account local priorities set out in the Local Nature Recovery Strategy, the Dover District Green Infrastructure Strategy and the Kent Biodiversity Strategy. Proposals should have appropriate delivery and funding mechanisms that are capable of being secured by condition and/or legal agreement or conservation covenant.

11.19 Planning permission is granted subject to a general condition which will require a Biodiversity Gain Plan to be submitted and approved in writing before development can commence. With the exception of proposals that deliver BNG via a Habitat Bank or Statutory Credits, a fully-funded Habitat Management and Monitoring Plan (HMMP) should accompany the Biodiversity Gain Plan. This will clearly set out how the legal requirements for BNG proposals will be delivered, managed and monitored. All off-site and significant on-site habitat must be secured for 30 years.

11.20 Guidance on the definition of 'significant' is being prepared locally and will also be provided in the Biodiversity Net Gain SPD/guidance. Examples could include distinctive retained habitats being enhanced, structural landscape planting, and new woodlands, hedgerows, ponds and wetlands.

11.21 The biodiversity gain condition will not be discharged if the applicant cannot provide robust evidence to demonstrate that the post development biodiversity units will exceed the pre-development value of on-site habitat by at least a 10% net gain. In some circumstances additional conditions relating to Biodiversity Net Gain can be imposed, including where there are significant on-site enhancements and monitoring arrangements.

11.22 Biodiversity Net Gain proposals and ongoing management will be secured by condition and/or legal agreement with the council or a conservation covenant with a responsible body. In some cases, the Habitat Management and Monitoring Plan will be included within the legal agreement.

11.23 The Council will set specific and proportionate monitoring requirements as part of planning conditions and obligations used to secure the maintenance of off-site and significant on-site habitat enhancement for at least 30 years, in accordance with legislative requirements. This will include a requirement to cover the Council's costs associated with the long-term monitoring and reporting of the Biodiversity Net Gain proposals. The fees will be proportionate to the scale and types of habitat enhancements proposed.

11.24 Where it is possible to achieve, the Council will encourage the delivery of a greater than 10% biodiversity net gain.

NE2 - Landscape Character and the Kent Downs AONB

What are we trying to achieve?

11.25 To ensure that all development coming forward over the plan period respects and reflects the character of the landscape in which it is located.

Justification for approach

11.26 The countryside and coastal landscapes of Dover District are one of its greatest assets. From the low-lying and marshland areas in the northern parts of the District to the extensive chalk grasslands of the interior and the iconic white cliffs along its southern and eastern coastlines, the landscapes provide a livelihood for the agricultural and tourism sectors, an attractive setting for settlements and an important recreational resource for residents and visitors. Approximately 22% of the District is within the Kent Downs AONB (now known as the Kent Downs National Landscape) ⁴¹, a nationally designated and protected landscape. The Council has a statutory duty, under the Countryside and Rights of Way (CROW) Act (as amended by the Levelling up and Regeneration Act 2023), to seek to further the purpose of the Kent Downs AONB which is to conserve and enhance natural beauty. The only two stretches of Heritage Coast in Kent are in Dover District and are also covered by AONB designation.

11.27 Dover District lies within two National Character Areas, the North Kent Plain and the North Downs, as defined by Natural England. The Dover Landscape Character Assessment 2020 which accompanies this Plan provides detailed assessments at a district level. It defines eight generic landscape character types (LCTs) in the District, each representing a distinct identity and common geology, topography, land use and cultural pattern. The LCTs are subdivided into local landscape character areas (LCAs), which are discrete geographic areas that possess the characteristics described for the landscape type but have a recognisable local identity. The classification identifies 17 LCAs and defines issues of landscape management and development management which should be delivered over the plan period.

11.28 Given the quality and importance of its natural landscape to this District, including its role in the wellbeing of residents and the local economy, it is important that all development, where acceptable in principle, should be designed in a way that complements the LCA in which it is located, works to deliver the landscape and development management guidance of the Dover Landscape Character Assessment 2020 and does not harmfully affect such a landscape setting. In doing so, particular attention should be paid to:

41 The Kent Downs AONB is now known as the Kent Downs National Landscape. The plan was prepared in the context of the 'Kent Downs AONB' and therefore to ensure continuity and clarity to users of the Plan that terminology remains

- Landform, topography and geology
- Natural drainage patterns
- Pattern and composition of hedgerows, woodlands and field boundaries
- Wildlife habitats and networks
- Settlement patterns
- Locally distinctive architecture

Table 11.1 Local Landscape Character Areas

LCT A: River Valleys and Marshes	
A1	Little Stour Marshes
A2	Ash Levels
A3	Little Stour and Wingham River
LCT B: Developed River Valley	
B1	Great Stour – Sandwich Corridor
LCT C: Coastal Marshes and Dunes	
C1	Sandwich Bay
C2	Lydden Valley
LCT D: Horticultural Belt	
D1	Preston
D2	Ash
D3	Staple Farmlands
LCT E: Open Arable Chalk Farmland with Parkland	
E1	Shepherdswell Aylesham Parklands
E2	Whitfield Parkland
LCT F: Open Arable Chalk Farmland with Woodland	
F1	Chillenden
F2	Northbourne
F3	Ripple
LCT G: Chalk Hills	
G1	Lydden Hills
G2	Guston Hills
LCT H: Defensive Hills	
H1	Richborough Bluff

The Kent Downs AONB

11.29 AONBs are designated to conserve and enhance their natural beauty (The National Parks and Access to the Countryside Act 1949). Whilst this includes scenic quality and biodiversity it is not restricted to those aspects. Natural beauty is not just the look of the landscape, but includes landform and geology, plants and animals, landscape features and the rich history of human settlement over the centuries (Countryside Agency, CA24, November 2001).

11.30 AONBs embody a clear sense of place and are home to sites of historical, wildlife or architectural conservation interest. Proposals coming forward over the plan period within the Kent Downs AONB should have regard to the primary purpose of conserving and enhancing the natural beauty of this landscape and with the principles of the Kent Downs AONB Management Plan 2021 -2026 and the Kent Downs Landscape Design Handbook, as well as their updates and successors. Applications for equine related development should have regard to the Kent Downs AONB Good Practice Guide 'Managing Land for Horses'.

11.31 The setting of the AONB comprises land adjacent to or within close proximity of its boundary, including but not limited to land which is visible from the AONB and from which the AONB can be seen. In some cases the setting area will be compact and close to the AONB boundary, perhaps because of natural or human made barriers or because of the nature of the proposed change. The setting may be wider in certain circumstances, for example when affected by features such as noise and light. Section 85 of the CROW Act (as amended by the Levelling-up and Regeneration Act 2023) places a statutory duty on all relevant authorities requiring them to seek to further the purpose of AONBs (the purpose being to conserve and enhance natural beauty) when coming to decisions or carrying out their activities relating to or affecting land within these areas. Within the setting of the AONBs, priority will be given over other planning considerations to the conservation or enhancement of natural beauty, including landscape, wildlife habitats, tranquillity, dark skies, and geological features.

NE2 - Landscape Character and the Kent Downs AONB

Proposals should demonstrate particular regard to the Landscape Character Area, as defined by the Dover District Landscape Character Assessment 2020 and the Kent Downs AONB Landscape Character Assessment Review, in which they are located and in particular to the following landscape characteristics:

- a Landform, topography, geology and natural patterns of drainage;
- b The pattern and composition of trees and woodlands;
- c The type and composition of wildlife habitats;
- d The pattern and composition of field boundaries;
- e The pattern and distribution of settlements, roads and footpaths;
- f The presence and pattern of historic landscape features;
- g The setting, scale, layout, design and detailing of vernacular buildings and other traditional man-made features.

In addition, all proposals within the Kent Downs AONB, including the Heritage Coasts, must seek to further the purpose of conserving and enhancing the natural beauty of the Kent Downs AONB. All proposals within, or affecting the setting of, the AONB should be limited in scale and extent and will be supported where:

- h Development is sensitively located and designed to avoid or minimise adverse impacts on the AONB and its setting;
- i The location, form, scale, materials and design would conserve and where appropriate enhance or restore the special character of the landscape;
- j The development would enhance the special qualities, distinctive character and tranquillity of the AONB and the Heritage Coasts; and
- k The development has had regard to the AONB Management Plan and any associated guidance.

Major development proposals within the AONB will only be permitted in exceptional circumstances and where it is demonstrated they are in the public interest.

Implementation

11.32 This Policy sets out the Council's approach to ensuring that development coming forward in the District over the plan period reflects the landscape characteristics of the site in which it is set. It sets out a clear set of aspects of landscape character that all applications, including for rural enterprises such as equine related development, should take account of during the design process.

11.33 In addition, for applications that are located within the Kent Downs AONB and the two Heritage Coasts and their settings, the Policy provides assistance for applicants by clarifying four criteria by which applications will be assessed.

NE3 - Thanet Coast and Sandwich Bay SPA Strategic Access Mitigation and Monitoring Strategy

What are we trying to achieve?

11.34 To protect the Thanet Coast and Sandwich Bay Special Protection Area (SPA), which is internationally and nationally designated due to its nature conservation importance for migratory birds, and to mitigate against the potential for significant impacts on the species for which the SPA is designated arising from development coming forward from development and policies of the Local Plan.

Justification for approach

11.35 The Thanet Coast and Sandwich Bay Special Protection Area (SPA) is designated due to its nature conservation importance and its use by large numbers of migratory birds. Of particular importance are over-wintering Turnstones, European Golden Plovers and breeding Little Terns. Surveys have revealed a significant decline in the populations of these birds, which are protected under international law over recent decades. Evidence shows that recreational activity, particularly dog walking, causes harmful disturbance to such bird species. Recreational activity is very likely to increase as a result of the increase in housing numbers that this Local Plan will deliver, and it is the impact of such additional activity that a mitigation and monitoring strategy will need to address.

The Need for Mitigation and Monitoring

11.36 Much of this highly attractive coastal area is accessible and popular for recreational walking, including dog walking, and cycling. It is apparent however from ongoing visitor disturbance studies at Pegwell Bay (Thanet District) and Sandwich Bay (Dover District) that such recreational activities are having an adverse impact on the species for which the SPA has been designated. The major concern is that of disturbance to over-wintering birds, particularly their ability to feed which, consequently, has an adverse effect on their breeding performance. The impact of recreational pressures here cannot therefore, when taken in combination, be ruled insignificant having regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) and it is concluded that they could give rise to significant impacts on the species for which the Thanet Coast and Sandwich Bay SPA is designated. In addition, the HRA that accompanies this Local Plan concludes that wintering bird surveys will be required as part of planning applications for site allocations on land that is identified as having a high or moderate suitability for supporting, including as feeding grounds, qualifying bird species known as functionally-linked land. This requirement is reflected in the Site Allocations policies of the Plan.

11.37 The Thanet Coast and Sandwich Bay SPA is divided by the estuary of the River Stour. This allows for a focused approach to a mitigation and monitoring strategy. It is considered, on the existing evidence, that development in Dover is unlikely to have a significant impact on Pegwell Bay but may impact on the Sandwich Bay element of the SPA. A Strategic Access Mitigation and Monitoring Strategy (SAMMS) has therefore been prepared and adopted by Dover District Council in order to monitor potential impacts on the qualifying bird species of the Thanet Coast and Sandwich Bay SPA arising from development in the District coming forward throughout the Local Plan period, and to provide appropriate mitigation of the cumulative 'in combination' impact of additional housing development on the qualifying bird species, through a range of management and engagement methods. Measures include a SAMMS officer to deliver the scheme and undertake engagement with visitors, landowners and the wider community, as well as on-site signage, online information campaigns and monitoring surveys of birds and visitors.

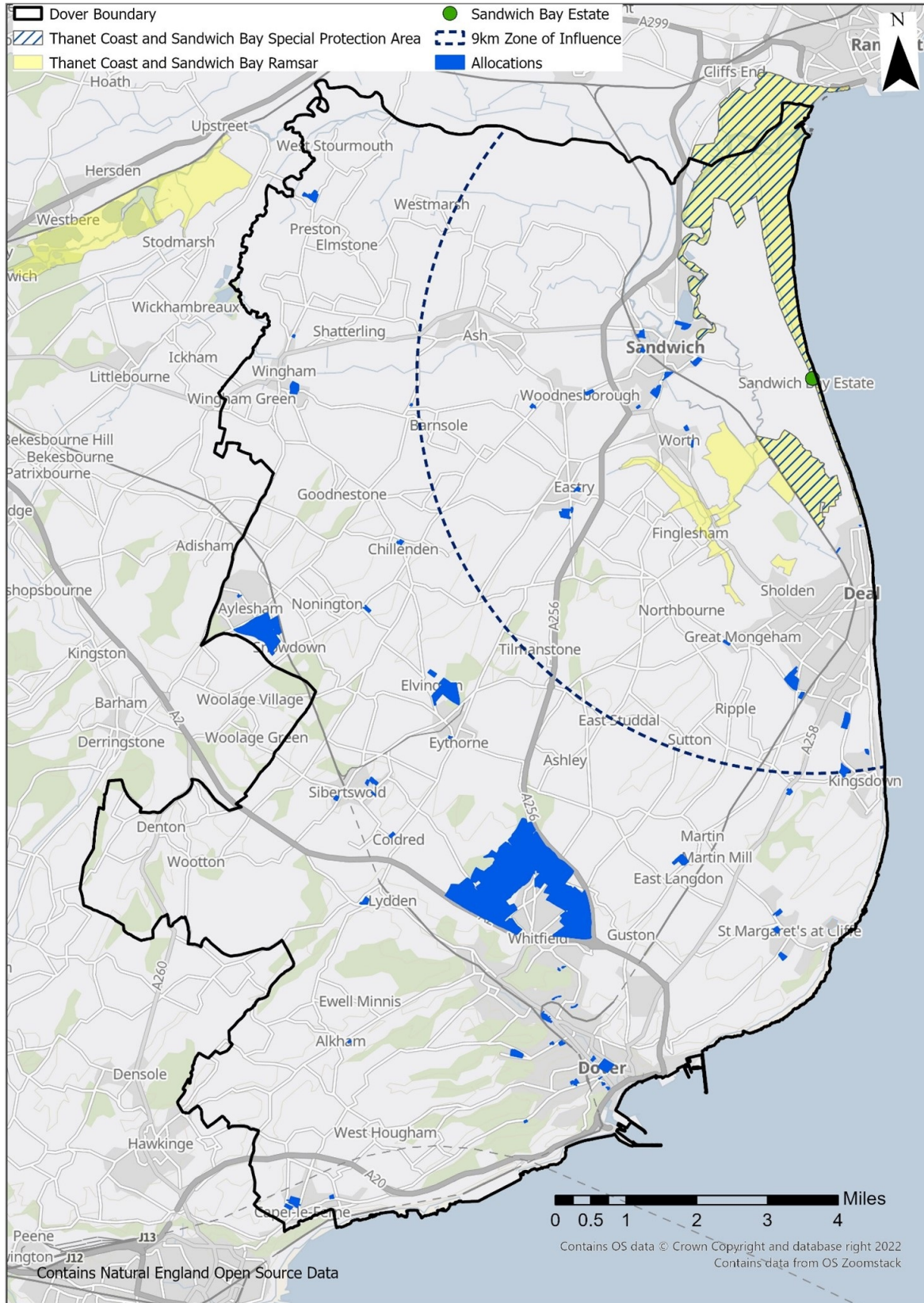
11.38 Implementation of these measures and monitoring their effectiveness is funded by financial contributions from new residential development coming forward within a Zone of Influence of 9km. A Zone of Influence is the geographical area from which it is considered that an impact on the interest of a designated SPA is most likely to derive, taking account of visitor patterns, physical features of the site, current housing proposals and other relevant local features. A common approach to determine the extent of a Zone is to base the Zone on the area from which 75% of visitors originate or 90% of regular visitors. A Zone of Influence approach has been adopted by many local authorities including neighbouring Thanet and Canterbury Districts in respect of this SPA, although in the case of Thanet District, due its spatial extent, the Zone of Influence covers the entire District.

11.39 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 the 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 Strategic Access Mitigation and Monitoring Strategy March 2023 (SAMMS 2023). The tariff set out in Table 11.2 will be reviewed as part of continued monitoring of the SAMMS approach, and therefore may be subject to change.

Table 11.2 Thanet Coast and Sandwich Bay SPA Contribution Tariff (based upon SAMMS 2023)

Development Type	Tariff per dwelling
1 bedroom unit	£268
2 bedroom unit	£537
3 bedroom unit	£805
4+ bedroom unit	£1,074

Figure 11.1 Thanet Coast and Sandwich Bay SPA Zone of Influence



NE3 - Thanet Coast and Sandwich Bay SPA Mitigation and Monitoring Strategy

All proposals for new residential development within a 9km Zone of Influence radius of the SPA will be required to make a financial contribution towards monitoring and mitigation measures set out in the Thanet Coast and Sandwich Bay SAMMS and in Table 11.2 above in order to mitigate against the potential for in-combination effects of new development, through the pathway of recreational pressure, on the Thanet Coast and Sandwich Bay SPA. The tariff will be collected through the S106 mechanism.

Such contributions will be reviewed every 10 years, or sooner if monitoring reveals issues which are not being addressed by the mitigation measures.

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, 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.

Implementation

11.40 All proposals for new residential development, 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 Table 11.2, in line with the recommendations of the SAMMS 2023 for this designated site. The SAMMS will be subject to monitoring and review by the Council to ensure the mitigation measures are achieving the necessary outcomes. The tariff set out in Table 11.2 will be reviewed as part of continued monitoring of the SAMMS, and therefore may be subject to change. Should the tariff amounts change outside of a formal review period of this Plan, the latest tariff costs will be published on the Council's webpages. 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 is 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.

11.41 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.

NE4 - Air Quality

What are we trying to achieve?

11.42 To improve air quality in the District over the plan period as part of delivering on the objectives of the Dover Air Quality Action Plan.

Justification for approach

11.43 The planning system has an important role to play in driving forwards improvements in local air quality, minimising exposure to pollution, improving the health and wellbeing of the population, and minimising potential harm to habitats and species. The main sources of pollutant emissions within Dover are linked to port activities, primarily regular cross-channel shipping and elevated levels of Nitrogen Dioxide (NO₂) from large volumes of road traffic and associated transport of goods along the A2 and A20 entering and leaving the town and the port. There are currently two Air Quality Management Areas (AQMAs) declared in Dover District, due to exceedance of the annual mean Air Quality Strategy (AQS) objective for NO₂; a situation caused primarily by road traffic emissions. These AQMAs are located along a stretch of the A20 at Dover (declared in 2004, amended in 2007 and 2009) and at the junction of the High Street and Ladywell in Dover town centre (declared in 2007).

11.44 The Council is a member of the Kent and Medway Air Quality Monitoring Partnership and Network. The aims of the network are to promote the improvement of air quality within the region. The Council will consider adopting the guidance provided in Kent and Medway Air Quality Partnership Air Quality and Planning Technical Guidance as SPD to this Plan when this is updated, to ensure the regional approach to air pollution improvements is attained wherever possible and to determine planning applications within the District.

11.45 An Air Quality Action Plan (AQAP) has been undertaken for Dover District. A dispersion modelling assessment along the main roads in Dover, including both AQMAs was undertaken, utilising the latest monitoring data, alongside an updated source apportionment study to identify the extent to which different key sources are contributing to air quality exceedances in the area. The primary focus of this Action Plan is to implement measures which will ensure levels of NO₂ across the District, and specifically within the two declared AQMAs, are consistently below the threshold of 40µg/m³ expressed as an annual mean, the level currently regarded as safeguarding the most vulnerable in society against the impacts of NO₂.

11.46 As part of the evidence base for both the Local Plan and the revised Dover AQAP, an Air Quality Assessment has been undertaken. The Assessment examined the exposure of existing residential and ecological receptors, alongside new local plan originated development receptors, to concentrations of Nitrogen Dioxide (NO₂), Particulate Matter (PM₁₀), CO₂ and Nitrogen (as NO_x). This work concluded that the implementation of the Local Plan is not predicted to significantly impact air quality or increase the number of sensitive receptors which are exposed to poor air quality, provided recommended mitigation measures are followed.

NE4 - Air Quality

Development proposals that might lead to a significant deterioration in air quality or national air quality objectives being exceeded, either alone, or in combination with other committed development, will be required to submit an Air Quality Assessment, carried out having regard to the relevant guidance and utilising the DEFRA Emissions Factor Toolkit, to be agreed with the Local Planning Authority as part of planning applications. Such an Assessment should address:

- a The cumulative effect of further emissions arising from the proposals; and,
- b The proposed mitigation measures, including appropriate design and offsetting measures, which would prevent National Air Quality Objectives being exceeded or would reduce the extent of any air quality deterioration.

Major development proposals will be required to demonstrate a shift to the use of sustainable low emission transport, in accordance with Policy TI 1, in order to minimise the impact of vehicle emissions on air quality and how such a modal shift will be achieved.

Proposals which will result in National Air Quality Objectives being exceeded will not be permitted.

Implementation

11.47 Whether or not air quality is relevant to a planning decision, and an Air Quality Assessment is required to be submitted as part of a planning application, will depend on the proposed development and its location. Concerns will arise if the nature of the proposed development is likely to generate harm to air quality levels, particularly in an area where air quality is already known to be poor, or where the development is likely to adversely impact on a designated environmental site, including the three internationally protected Special Areas of Conservation in the District.

11.48 Where an Air Quality Assessment is required it should be proportional to the nature and scale of development proposed and the level of concern about air quality. The weight given to air quality in determining planning applications will depend on the likely severity of the impacts on air quality, the air quality in the area of the proposed development, the likely use of the development, i.e. the length of time that people are likely to be exposed at that location, and the positive benefits provided through other material considerations.

11.49 Mitigation measures where necessary will depend on the proposed development and should be proportionate to the likely impact. Measures can include adhering to high-quality design standards in the development. These can include preventing the creation of new "street canyons", or a building configuration that inhibits effective pollution dispersion, minimising public exposure to pollution sources, including by locating habitable rooms away from busy roads and through the provision of Electric Vehicle (EV) charging points and enhanced opportunities for the use of sustainable means of transport.

NE5 - Water Supply and Quality

What are we trying to achieve?

11.50 To ensure that the District's water supply is used prudently and that the pollution of groundwater sources is avoided. To ensure that new developments are served by adequate water and waste water infrastructure.

Justification for approach

Water Supply

11.51 Dover District is underlain by chalk and groundwater is the main source of the public water supply. As a result of such permeable geology, there are few main rivers in the District aside from the River Stour, and its tributaries the Wingham and Little Stour, and the River Dour.

11.52 The Kent Environment Strategy (2016) identifies Kent as one of the driest regions in England and Wales and while recent progress has been achieved in reducing average consumption (from 154l/p/d across Kent in 2012/13 to the most recent figure of 124l/p/d across the two Dover water zones) this does not negate the need to reduce consumption further. Kent's water resources are under particular and continued pressure, requiring careful management and planning. Dover District itself is one of the driest districts in the country; a situation which is only likely to worsen given the impacts of a warming, changing climate. Drinking water for development in Dover District is supplied predominantly by groundwater sources from the underlying chalk. Dover is located in the Environment Agency's Stour Catchment Abstraction Management Strategy, which identifies all the groundwater sources as over-abstacted.

11.53 The efficient and proper use of water resources in England and Wales, including water abstraction, is managed by the Environment Agency. Once abstracted, responsibility for water supply passes over to the water undertakers who have a statutory duty to supply drinking water. Dover falls partly within the Dour Water Resource Zone, managed by Affinity Water and the Thanet Water Resource Zone, managed by Southern Water. As the Dover Water Cycle Study that accompanies this Local Plan sets out, the current Water Resource Management Plans for both water providers show processes are in place to ensure resilience in the supply and quality of water to the District under a range of options over the Plan period, including through the adoption of tighter water efficiency standards.

Water Quality

11.54 Drinking water for development in Dover District is supplied predominantly by groundwater sources from the underlying chalk. Negative impacts upon water quality can occur either directly, through pollution of surface or ground water, or indirectly through the treatment of wastewater. In line with the objectives of the Water Framework Directive, development must not result in a water body failing to meet the class limits for the status class listed in the current South East River Basin Management Plan.

11.55 The Environment Agency defines Source Protection Zones (SPZs) to protect groundwater sources, including wells, boreholes and springs, which are used to supply most of this District's drinking water. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. A number of Source Protection Zones 2 and 3 are located within Dover District, protecting the District's rivers and aquifers from pollution. The majority of the zones are concentrated in the southern third of the District, including a concentration to the north-west of Dover. In order to ensure that as much rainfall as possible returns to the ground to recharge groundwater sources, to control rainwater runoff at source and to alleviate pressures on sewer systems and treatment plants, the Local Plan promotes

the use of Sustainable urban Drainage Systems (SuDS) which aim to mimic natural drainage as far as possible (Policy CC6). These are, however, only acceptable in Source Protection Zones when it can be demonstrated that there will be no environmental risks to water quality.

11.56 The River Stour drains much of East Kent. As set out in the Dover Water Cycle Study, the stretches of the River Stour that fall within Dover District were classified in 2022 as being of moderate ecological status, due to high levels of pollutants which reduce biodiversity value. However, the catchment area retains considerable nature conservation interest, including the last valley fen in South East England, together with some 280 km of dykes and drainage ditches which drain approximately 10% of the District.

11.57 The River Dour, located in the south of the District is a rare pure chalk stream, of which there are only around 200 in the world. It has a local catchment, draining the dry chalk valleys in the vicinity of Dover town and is one of only two pure chalk streams in Kent. The River Dour is important ecologically as, being an isolated catchment, it provides a safe haven for native species, including wild brown trout, and as a result has a fragile ecosystem. Being an urban river, fed predominantly through groundwater, the river is susceptible to a mix of fluvial and pluvial flooding in periods of high rainfall and, in its upper reaches, is the only water body to suffer from a 'Bad' ecological status classification in the District. The lower reaches of the Dour are classified as having moderate ecological status. Policy NE6 provides specific policy requirements for developments that will affect the setting and quality of the water of this important river.

Wastewater

11.58 Southern Water is the statutory sewerage undertaker, providing wastewater services for the whole District. Water and sewerage companies have a statutory obligation to provide capacity for new development, and to comply with the environmental permits set by the Environment Agency. Analysis carried out as part of the Kent Water for Sustainable Growth Study (2016) identified that all the Wastewater Treatment Works (WwTWs) in this District have sufficient capacity to accept the additional wastewater flow from forecast housing growth. Notwithstanding Southern Water, through the Water Industry National Environment Programme, is planning for improved WwTW infrastructure as part of their next investment period 2025-30 focused on a new local system and upgrade to serve the Whitfield Urban Expansion and local sewer upgrades across the District.

11.59 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 wastewater system over the long term. With regard 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.

11.60 In the areas of the District that are not on mains drainage, wastewater treatment plants may potentially be installed if they can meet non-mains design criteria. As part of planning applications, applicants will be required to provide details of a wastewater treatment plant or equivalent that is compliant with non-mains drainage regulations and aligns with Environment Agency risk assessment guidance. Applications for residential extensions will be required to show any risks are not exacerbated and ensure current drainage systems comply with non-mains drainage regulations and meet Building Regulations. Discharges from treatment plants or equivalents may require an environmental permit from the Environment Agency unless it meets exemption criteria.

NE5 - Water Supply and Quality

Within Ground Water Source Protection Zones, as shown on the Policies Map, development will only be permitted if it is demonstrated that there is no risk of contamination to groundwater sources given the reliance on groundwater for the water supply to this District. If a risk is identified, development will only be permitted if adequate mitigation measures can be implemented. The following will only be permitted in Zones 1 and 2 if adequate safeguards against possible contamination are provided:

- a Septic tanks, storage tanks containing hydrocarbons or any chemicals, or underground storage tanks;
- b Proposals for development which may include activities which would pose a high risk of contamination;
- c Proposals for the manufacture and use of organic chemicals, particularly chlorinated solvents;
- d Oil pipelines;
- e Storm water overflows;
- f Activities which involve the disposal of liquid waste to land; and
- g Sustainable urban Drainage Systems.

New graveyards or cemeteries will not be permitted in Zone 1. Farm waste, storage areas, new foul or combined sewerage systems discharging to the ground will not be permitted in Zone 1 unless adequate safeguards are provided.

All development proposals must provide a connection to the sewerage system at the nearest point of adequate capacity wherever feasible, as advised by the service provider, and ensure future access to the existing sewerage systems for maintenance and upsizing purposes. For developments which are not on mains drainage, provision of a package treatment plant to be approved in principle by Environment Agency Guidance will be required. Schemes that would be likely to result in a reduction in the quality or quantity of groundwater resources will not be permitted.

The Council will support, in principle, infrastructure proposals designed to increase water supply and wastewater treatment capacity, subject to there being no significant adverse environmental impacts and the minimisation of those that may remain.

Implementation

11.61 All applications for development will be expected to comply with all the criteria in the policy which, together with the requirements of Policy CC4, aim to ensure the adequacy, efficiency and quality of the water supply to this district.

11.62 With regard to the sewerage system, developers will be required to work in collaboration with Southern Water to ensure that the infrastructure is delivered in parallel with the development. New development will only be permitted if sufficient capacity is available or can be provided in time to serve it.

11.63 In the areas of the District that are not on mains drainage, wastewater treatment plants may potentially be installed if they can meet non-mains design criteria. As part of planning applications, applicants will be required to provide details of a wastewater treatment plant or equivalent that is compliant with non-mains drainage regulations and aligns with Environment Agency risk assessment guidance. Applications for residential extensions will be required to show any risks are not exacerbated and ensure current drainage

systems comply with non-mains drainage regulations and meet building regulations. Discharges from treatment plants or equivalents may require an environmental permit from the Environment Agency unless it meets exemption criteria.

NE6 - The River Dour

What are we trying to achieve?

11.64 To protect and enhance the River Dour, which is one of only around 200 chalk streams in the world, a rare habitat for flora and fauna and an important part of the green infrastructure of the town and the wider District.

Justification for approach

11.65 Permeating through the chalk of the North Downs, the River Dour runs through the town of Dover from a groundwater aquifer in the Alkham Valley for four miles before flowing out into the English Channel at Wellington Dock in Dover Harbour. The river is an important wildlife corridor and a rare habitat for flora and fauna due to natural filtering through the chalk beds of the Downs which supports a rich mix of botanical and invertebrate life. However, the river has historically suffered from poor water quality, particularly in its upper reaches where the ecological status is currently classified as 'Bad'.

11.66 The river is an important feature in the town of Dover. Public access to the river however is fragmented and many existing developments have turned their frontages away from it, rather than making it an integral feature. The river poses flood risk issues which need to be addressed in development proposals. Water quality is also an issue for this river, with historic culverting over the river having a harmful effect on water quality and wildlife. As a result, there is a need to protect the fragile and important ecosystem of this river, improve its water quality, and to enable it to contribute to the enhancement of the green infrastructure and distinctive environment of Dover town.

11.67 To deliver on such an objective, opportunities to enhance and link up fragmented sections of the existing riverside walk for walking and cycling will be encouraged as a means of achieving, in the longer-term, a publicly accessible attractive green spinal route through the town which follows the river. In addition, development proposals that physically relate to the river will be encouraged to incorporate an active river frontage whilst protecting and enhancing water quality and wildlife interest.

NE6 - The River Dour

All development proposals that adjoin or affect the setting of the River Dour should:

- a Protect the important ecosystem of this chalk stream;
- b Actively enhance the natural functioning of the river, wildlife habitats and opportunities for species;
- c Provide adequate natural buffers to protect against polluting runoff; and
- d Contribute to the creation of a connected and active river frontage, including where possible improving public access, and should protect and enhance the route of the existing and proposed Dour riverside walk as shown on the Policies Map.

Proposals within the river corridor of the River Dour should demonstrate that they will not have adverse impacts upon water quality. Development that will improve water quality, river flow, riparian habitats and opportunities for species will be supported. Development involving culverting will not be permitted.

Implementation

11.68 The ecosystem of the river Dour is a fragile and rare one and it has historically suffered from poor water quality. All applications within the river corridor of the Dour, including those that adjoin the river or affect its setting, will therefore have to demonstrate how they meet the criteria of this Policy to improve water quality and protect and enhance this important wildlife corridor.

11.69 In addition, sites which include the route of, and the proposed extension to, the River Dour riverside walk as shown on the Policies Map, should clearly demonstrate how they have contributed to the enhancement of this route, and in the case of the safeguarded proposed extension stretch of the walk how the proposals have contributed to the delivery of this riverside walk, which has been a Local Plan policy objective since 2002.



The Historic Environment

Policy HE1 - Designated and Non-Designated Heritage Assets

What are we trying to achieve?

12.1 To promote the conservation, restoration and, where appropriate, the enhancement of the District's heritage assets, in order to protect their significance and ensure that they can be appreciated and enjoyed by current and future generations.

Justification for approach

12.2 The historic environment of Dover District is one of its richest assets and heritage assets, whether designated or non-designated, are an irreplaceable resource adding distinctiveness, meaning and identity to the District and are valuable for their contribution to the social and economic wellbeing of residents and visitors. The NPPF advises that heritage assets should be conserved in a manner appropriate to their significance so that they can be enjoyed by both existing and future generations.

12.3 Designated heritage assets in the District comprise scheduled monuments, listed buildings, a Protected Wreck Site, Registered Parks and Gardens, and Conservation Areas. Non-designated heritage assets include buildings, monuments, sites, places, areas or landscapes which have a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designation as heritage assets. These will include but not be limited to sites that have been identified in the Kent Historic Environment Record, the Dover District Heritage Strategy (DDHS), in a Neighbourhood Plan, Local List or in Conservation Area Character Appraisals. Non-designated heritage assets will also be identified as part of the decision-making process on planning applications.

12.4 Proposed development affecting a heritage asset is assessed against the impact that such works will have on its significance. Development may have no impact or may enhance the significance and therefore cause no harm to the heritage asset. Where potential harm is identified to the significance of a designated heritage asset, including from development within its setting where that setting contributes to the significance of the heritage asset, it will be categorised as either less than substantial harm or substantial harm; the latter includes total loss. It is the degree of harm to the heritage asset's significance rather than the scale of the development that will then be assessed when determining the application. In such assessment great weight will be given to the conservation of the designated heritage asset; the more important the heritage asset, the greater the weight will be.

12.5 Any harm to designated heritage assets will require clear and convincing justification. Substantial harm to or loss of grade II listed buildings or grade II listed Registered Parks and Gardens in the District should be exceptional, and in the case of scheduled monuments, protected wreck sites, grade I and II* listed buildings and grade I and II* Registered Parks and Gardens wholly exceptional.

Heritage at Risk

12.6 The NPPF requires a local planning authority to set out a pro-active strategy for ensuring the protection of heritage assets that are at risk from neglect, decay and other threats which could cause harm to their significance. Historic England's Heritage at Risk Register (2021) covers scheduled monuments, grade I and II* listed buildings, Registered Parks and Gardens, grade II listed churches and Conservation Areas. There are 13 entries on the register within the District. The DDHS further identifies a need to develop a local Heritage at Risk Register for grade II listed buildings and non-designated heritage assets, including archaeological sites, that may be at risk from decay, vandalism, neglect or other threats. The aim is for the register to be informed and led by local community groups in identifying the historic buildings, sites and landscapes of most importance to the District's residents.

Energy Efficiency Improvements to Heritage Assets

12.7 There are many measures that can be applied to traditionally built historic buildings to improve energy performance while protecting their heritage significance. Minor interventions can be implemented that cause no harm to a heritage asset, including roof insulation (not including spray applied insulating foam), weather-stripping of windows, replacement windows including double glazing, and more efficient boilers for example. However, because of the variability in traditional designs and construction methods, it is important that a one-size-fits-all approach is not pursued and instead that energy improvement proposals demonstrate a 'whole building' approach, one that is based on an understanding of the construction and history of the building, in order to find a solution that sustains heritage significance while also helping to save energy and maintain a healthy indoor environment.

12.8 For proposals which include the installation of energy-efficiency measures and that require planning permission and/or Listed Building Consent the Council will take into consideration the nature and scope of the proposed measures and the public benefits gained, and weigh these against the scale of harm to the significance of the heritage asset.

HE1 - Designated and Non-Designated Heritage Assets

Proposals which conserve or enhance the heritage assets of the District, sustaining and enhancing their significance and making a positive contribution to local character and distinctiveness will be supported. In particular, proposals that bring redundant or under-used buildings and areas, at risk through neglect, decay or other threats into appropriate and viable use consistent with their conservation, will be encouraged. This includes those on the Heritage at Risk Register held by Historic England, buildings and sites identified during the planning application process and any local list of heritage assets at risk.

Development will not be permitted where it will cause total loss of significance or substantial harm to a designated heritage asset, unless it can be demonstrated that the harm or loss is necessary to provide substantial public benefits that will outweigh the harm or loss caused, or

- a Where the nature of the heritage asset prevents all reasonable or viable uses of the site, and no viable use of the heritage asset can be found in the medium term through appropriate marketing that will enable its conservation; and
- b Conservation through grant funding is not possible, and the harm to or loss of the asset is outweighed by the benefits of bringing the site back into use.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, or where a non-designated heritage asset is likely to be impacted, harm will be weighed against the public benefits of the proposals, including, where appropriate, securing the optimum viable use of the heritage asset.

For development that involves the installation of energy-efficiency improvements to heritage assets, applications should also demonstrate a whole building approach, including an assessment of the suitability of the proposed measures for the particular property, its construction and materials, in addition to the impact on its heritage significance.

All applications with potential to affect a heritage asset or its setting must be supported by a Heritage Statement, which should draw on the evidence contained in the Dover District Heritage Strategy, including referencing the heritage themes of the Strategy that apply. Such a Statement should include a description of the asset's historic, architectural or archaeological significance and the likely impact of the proposals on its significance, proportionate to the importance of the asset.

Implementation

12.9 The policy sets out the Council's approach to the protection of the designated and non-designated heritage assets in the District and should be read in conjunction with Strategic Policy 15 - Historic Environment and other policies within the Plan.

12.10 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. 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.

12.11 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.

12.12 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.

Policy HE2 - Conservation Areas

What are we trying to achieve?

12.13 To promote the conservation and enhancement of the District's Conservation Areas, in order to protect their significance and ensure that they can be appreciated and enjoyed by current and future generations, and to ensure that new development is sympathetic to the character and appearance of the Conservation Area.

Justification for approach

12.14 Conservation Areas are designated for their "special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance" (Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990).

12.15 There are 57 Conservation Areas in the District including the very first to be designated in Kent, Middle Street in Deal. The DDHS identifies the Conservation Areas of the District, covering amongst other things the historically important towns of Sandwich, Dover and Deal, the great fortifications of the Western Heights, Dover Castle, and Deal Castle and the rural villages and estates of the District, as a body of heritage assets of outstanding significance.

12.16 The character of the Conservation Areas in the District is highly varied reflecting the diversity of the District's assets. Surviving spaces, buildings, routeways and other features within each Conservation Area tell the story of the origins and development of a place and collectively contribute to the area's special architectural and historic character. For example, the largely undeveloped character of parts of the Dover Western Heights Conservation Area demonstrates its historic functional use as a major fortification, whereas the dense townscape and pattern of surviving medieval roads and narrow plots within the Sandwich Walled Town Conservation Area reflects its importance as a major medieval fortified town associated with the Cinque Ports.

12.17 Views are often important to understanding and appreciating the character of a Conservation Area. Assessing the need for an analysis of important views into, out of and within a Conservation Area will be determined on an individual basis but should form part of any heritage statement that may be required.

12.18 The setting of a Conservation Area can also contribute to its significance and should be assessed on this basis to inform proposals. For example, many of the District's rural Conservation Areas are represented by compact settlements which had a historic and functional relationship to surrounding countryside and

this may continue to be illustrated through incidental or designed views from within the Conservation Area to surrounding countryside. In some cases the approach into a historic hamlet, village or town may be an important part of the experience and understanding of the Conservation Area.

12.19 Nine of the District's Conservation Areas have a Character Appraisal and four Conservation Areas are currently afforded additional protection in part through Article 4 Directions. The appraisals provide an understanding of the special interest of a Conservation Area and set out options and recommendations to help ensure that any changes are informed by an understanding of the local character and distinctiveness of the Conservation Area. Article 4 Directions can be an appropriate management tool which, through the removal of permitted development rights from residential properties, ensure that the distinctive character of Conservation Areas is protected from potentially damaging changes. The Conservation Area Character Appraisals will be taken into account by the Council when considering planning applications within a Conservation Area.

12.20 Where applications for demolition within Conservation Areas are submitted, the contribution that the building or structure makes to the character or appearance of the Conservation Area will be assessed. Where it is considered that the building or structure makes a positive contribution, the total or substantial demolition of the building or structure will be resisted. New development will be expected to respect, and where appropriate, positively contribute to the character of the Conservation Area.

HE2 - Conservation Areas

Applications for development or redevelopment in Conservation Areas will be supported provided that such proposals preserve or enhance the special architectural or historic character and appearance of the Area. Applications should be guided by and make reference to the appropriate Conservation Area Character Appraisal where one is in operation.

All new development and alterations in Conservation Areas should:

- a Respect the plan form, architectural features, materials, height, massing, building lines, roofscapes, scale, relationships between buildings and the spaces between them;
- b Retain trees, open spaces, walls, fences and other features where they contribute positively to the character and appearance of the Area;
- c Be appropriate in land use to the character, appearance and historic function of the Area;
- d Not generate levels of traffic, parking or other environmental problems which would result in unacceptable harm to the character, appearance or significance of the Area; and
- e Not prejudice important views into or out of the Area.

Implementation

12.21 The policy sets out the Council's approach to the management of change within the District's Conservation Areas, ensuring that development respects and is responsive to the character and appearance of the Conservation Area.

12.22 A programme of preparing Conservation Area Character Appraisals, and application of Article 4 Directions where applicable, will continue over the Plan period.

Policy HE3 - Archaeology

What are we trying to achieve?

12.23 To protect and better understand the archaeological resource of the District.

Justification for approach

12.24 Dover District has an extremely rich and diverse archaeological resource that includes numerous archaeological sites of national significance, some of which are considered iconic such as Dover Castle and Richborough Roman Fort, and others which are less well-known but nonetheless play an important role in contributing to the historic character of the District by being physical connections with the past lives of Dover's communities. The archaeology of the District covers an immense time span, from Palaeolithic finds from more than half a million years ago to sites of the Cold War, and many sites are publicly accessible and widely enjoyed by residents and visitors alike. The excavated remains of these sites have also produced information and artefacts that can be enjoyed by Dover's community for educational and cultural purposes. These are located in a range of museums and archives across the District.

12.25 Dover's archaeological resource includes both designated and non-designated heritage assets. Designated heritage assets are those protected by law under the Ancient Monuments and Archaeological Areas Act 1979. Non-designated archaeological sites are often less visible than designated sites but nonetheless all play an important role in contributing to the historic character of the District and provide a focus for conservation and access projects, interpretation, education and research. It is important to note that some non-designated heritage assets are of equal importance to designated heritage assets, the status of designation often being a management tool rather than a statement of significance. In such circumstances the asset will be subject to the policy for designated assets.

12.26 Dover's archaeological sites contribute to creating a sense of place and add interest and character, providing a great opportunity for enhancing life in the District by helping new development integrate into historic townscapes and landscapes. Archaeological significance derives from whether the heritage asset 'holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.' When preparing development proposals that affect heritage assets of archaeological significance the assessment should include a desk-based assessment and, when necessary, archaeological fieldwork.

12.27 Should significant archaeological finds occur during development, the Council will seek specialist advice and encourage appropriate action, including recording, preservation in situ (the preferred option) or limited or full excavation. In some cases, approved schemes may need to be amended to avoid excessive damage to archaeological remains. In all instances copies of evidence should be deposited with the Kent Historic Environment Record managed by Kent County Council, and, along with any archives, with a local museum or other public depository.

The Archaeology of Dover Town Supplementary Planning Document

12.28 The urban archaeology of the District is particularly rich. Archaeological excavation within the town of Dover has revealed nationally important archaeological remains showing continuous settlement from the Roman period to the present day. There have also been prehistoric discoveries, including the internationally important and exceptionally well-preserved Bronze Age boat in 1992.

12.29 The archaeological discoveries within Dover town have recently been modelled in an Urban Archaeological Database (UAD) by Kent County Council. This is one of only 30 such databases across the country and was made possible following grant funding from Historic England and the District Council. The

Dover UAD is an enhancement of the Kent Historic Environment Record (HER) held by Kent County Council and provides an up-to-date and comprehensive record of the known archaeology within the town mapped according to time period.

12.30 The UAD is an excellent resource for applicants, providing a primary source of information for desk-based site assessments, and has informed the development of the Archaeological Characterisation of Dover Town. This tells the story of how the town developed and will further inform an Archaeological Plan which will set out a strategy for the management of the archaeological resource of the town.

HE3 - Archaeology

The archaeological and historic integrity of Scheduled Monuments and other important archaeological sites, together with their settings, will be protected and where possible enhanced. Development which would adversely affect such heritage assets will be assessed in line with Policy HE1.

Planning applications, on sites where there is, or is the potential for, an archaeological heritage asset, must include an appropriate desk-based assessment of the asset.

In addition, where the assessment reveals that important or potentially significant archaeological heritage assets may exist, developers will be required to, where necessary, arrange for field evaluations to be carried out by an appropriately qualified contractor in advance of the determination of the planning application. Such an evaluation should define:

- a The character, significance and condition of any archaeological deposits or structures within the application site; and
- b The likely impact of the proposed development on the archaeology, its significance and setting (including the limits to the depth to which groundworks can go on the site); and
- c The means of mitigating the effect of the proposed development including a statement setting out the impact of the development.

Where development proposals affect non-designated heritage assets with an archaeological interest, the District Council would expect the archaeological deposits to be preserved in-situ. Where this is not possible clear justification will be required. Where the justification is accepted a programme of archaeological excavation and recording is likely to be required to be carried out. The fieldwork will be appropriate to the significance of the archaeological deposits and must be carried out by an appropriately qualified contractor following a written specification agreed by the District Council. The programme will include all phases of desk-based and fieldwork, post-excavation analysis, publication of the results and deposition of the site archive in an appropriate repository.

For applications in the Dover UAD area (as shown on the Policies Map) the Archaeology of Dover Town SPD should be consulted and applicable requirements in such detailed advice should be followed.

Implementation

12.31 The policy sets out the Council's approach for ensuring that development which affects heritage assets of archaeological interest in the District are protected in proportion to their significance, including their setting where it makes a positive contribution to that significance. The policy should be read in conjunction with Strategic Policy 15 - Historic Environment and other policies within the Plan.

12.32 The Dover Town Archaeological Plan will form a Supplementary Planning Document (SPD) which is to be brought forward early in the Plan period. The SPD will be of benefit to developers by offering a level of confidence for those looking to invest in Dover and for the Council in bringing forward regeneration schemes by helping to inform on the potential for archaeology and providing an understanding of its relative significance. The Plan may also be utilised in supporting potential funding bids for improvement schemes.

Policy HE4 - Historic Parks and Gardens

What are we trying to achieve?

12.33 To protect the historic parks and gardens in the District in a manner appropriate to their significance.

Justification for approach

12.34 Historic parks and gardens are a valuable part of the District's heritage, as well as being important areas of open space providing benefits for biodiversity, tourism, recreation and education. They frequently contain historic buildings and structures such as terraces, gazebos and sculptures which contribute to their significance, some of which may be individually listed. Sometimes a garden or park may be associated with a significant or leading architect or designer, such as Kearsney Court which was designed by Thomas Mawston, a leading garden designer in the early Twentieth Century. In addition, many of the parks and gardens have potential to contain buried archaeological evidence that could illustrate earlier origins of the site.

12.35 The National Heritage List for England includes six Registered Parks and Gardens of Special Historic Interest within the District. These are Goodnestone Park, Kearsney Court, Northbourne Court, The Salutation, Sandwich, Waldershare Park and Walmer Castle. Local planning authorities must consider the impact that development proposals may have on the special character of a Registered Park and Garden.

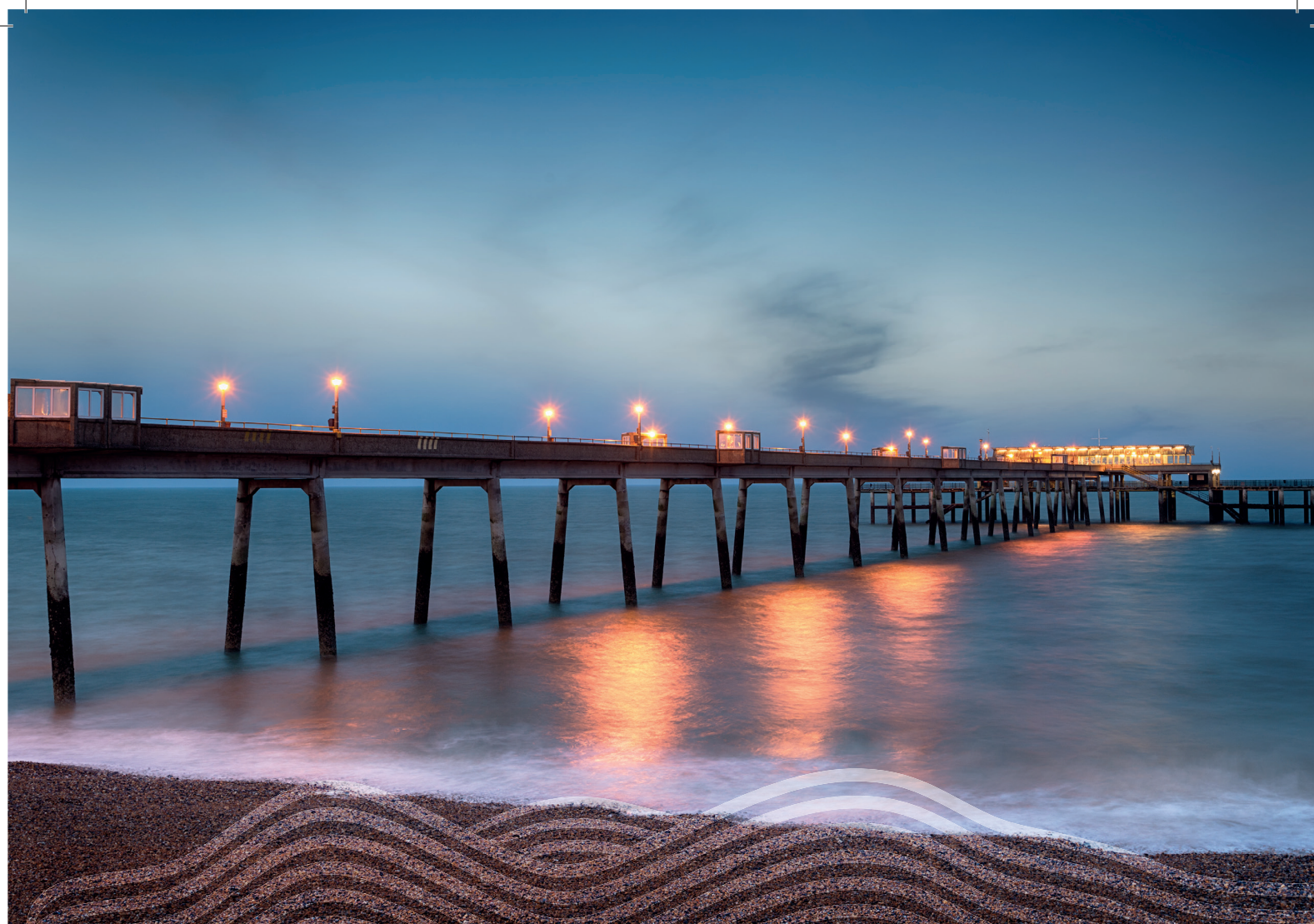
12.36 In addition, Kent County Council has identified Betteshanger House (now Northbourne Park School), Fredville Park at Nonington and Knowlton Court at Nonington in its Kent Gardens Compendium. DDC has worked with the Kent Gardens Trust to research the history and development of a number of gardens in the Compendium and produced reports which detail their significance, and the relevant report should be consulted and used to inform the Heritage Statement or Design and Access Statement where necessary.

HE4 - Historic Parks and Gardens

Proposals which protect and enhance the character, fabric, features, setting or views into and from the District's historic parks and gardens as included in Historic England's Register of Parks and Gardens of Special Historic Interest in England and the Kent Gardens Compendium will be supported.

Implementation

12.37 The policy sets out the Council's approach for ensuring that development which affects the District's historic parks and gardens, including those statutorily protected Registered Parks and Gardens, is sympathetic to their significance, including their setting and should be read in conjunction with Strategic Policy 15: Historic Environment and other policies within the Plan.



Appendices

Appendix A - Evidence Base

A.1 The table below sets out the evidence prepared to support the Local Plan. The documents can be viewed online on the Councils Local Plan website.

Topic	Study	Study Abbreviation
Whole Plan	Sustainability Appraisal (Including Strategic Environmental Assessment) of the Local Plan (Main Report and Appendices A-E) (September 2022) Sustainability Appraisal Appendix F Site assessments (September 2022) Sustainability Appraisal Non-Technical Summary (September 2022) Sustainability Appraisal Addendum and Erratum (March 2023)	SA
	Habitat Regulation Assessment (April 2024)	HRA
	HDH Planning & Development Ltd - Dover District Council Whole Plan Viability Study (2020) and Viability Update Note (2022)	WPV
	Regulation 22 Consultation Statement (October 2022 and March 2023)	Reg 22 Statement
Duty to Cooperate	Duty to Cooperate Statement September (March 2023)	DtCS
	East Kent Memorandum of Understanding (Updated 2021)	EKMoU
	Statements of Common Ground DDC and CCC April 2021, October 2022, March 2023 and March 2024 DDC and TDC (April 2022) DDC and FHDC (February 2020 and October 2022) DDC and NH and KCC H&T (March 2023) DDC and CCC, SBC, KCC H&T and NH (January 2023)	SoCGs
Site Allocations	Housing and Economic Land Availability Assessment (HELAA) (October 2022)	HELAA
	Selection of Site Allocations - Housing Sites Addendum (May 2023)	
	Minerals Assessment of Regulation 19 Sites (May 2022)	
	Landscape Sensitivity Assessment (January 2021)	
	Gypsy and Traveller Site Options (Review) (2020)	
	Gypsy and Traveller Potential Sites (Assessment) (2020)	
	Whitfield Masterplan (2011)	
Climate Change	Strategic Flood Risk Assessment (March 2019)	SFRA
	Addendum to the Strategic Flood Risk Assessment (December 2021)	SFRA
	Strategic Flood Risk Assessment - Level 2 (December 2021)	SFRA Level 2
	SFRA Level 2 Sequential and Exception test (May 2022)	SFRA Level 2
	Dover Mid Town Flood Modelling (December 2020)	
	Site-specific Guidance for Managing Flood Risk (March 2019)	

Topic	Study	Study Abbreviation
	Review of Coastal Change Management Areas in Dover District (June 2018)	CCMA
	Climate Change Topic Paper 2022	
Place Making (Open Space and Sports)	Dover District Council Open Space Assessment Report (December 2019)	
	Dover District Council Open Space and Play Standards Paper (December 2019)	
	Dover District Playing Pitch Strategy Assessment Report (February 2019)	
	Playing Pitch Strategy & Action Plan. (2019)	PPS
	Dover Local Football Facilities Plan (July 2020)	
	Indoor Sport Facilities Strategy (November 2022)	ISFS
	Open Space and Sport Topic Paper, including Local Green Space Assessment (September 2022)	
Housing	Strategic Housing Market Assessment Part 1 and Part 2 (February 2017)	SHMA
	Strategic Housing Market Assessment (Partial Update December 2019)	SHMA
	The Future Demand for First Homes (November 2021)	
	Rural Settlement Hierarchy incorporating the Settlement Confines Review (August 2022)	
	Elvington and Eythorne Settlement Scoring Note (December 2023)	
	Ripple Settlement Hierarchy Scoring Note (August 2024)	
	Gypsy, Traveller and Travelling Show Person Accommodation Assessment (2018) Gypsy & Travellers pitches need and supply update note (July 2023)	GTAA
	Housing Topic Paper (March 2023)	
Employment and the Local Economy	Economic Development Needs Assessment Update (2021)	
	Economic Growth Strategy (2021)	EGS
	A Growth Strategy for Tourism and the Local Economy (2020)	
	Tourism Topic Paper (2020)	
Retail and Town Centres	Retail and Town Centre Needs Assessment Update Volumes 1, 2, 3 and 4 (2021) Retail and Town Centre Needs Assessment (July 2018)	RTCNA
Transport and Infrastructure	Kent Vehicle Parking Standards - Supplementary Planning Guidance 4 (2006)	
	Kent Design Guide Review: Interim Guidance Note 3 - Residential Parking (2008)	

Topic	Study	Study Abbreviation
	Regulation 19 Transport Modelling Local Plan Forecasting Report (2022)	
	Additional Junction Modelling (2023)	
	Technical Note - Station Road/Dover Road Junction, Walmer (2023)	
	Sustrans Walking and Cycling Audits and Three Towns Report (2020)	
	WSP - Dover and Deal Transport Model Local Plan Forecasting Report for Regulation 18 (2021)	
	WSP - Dover and Deal Transport Model Specification Report (2018)	
	WSP - North Deal Study Data Collection Report	
	Infrastructure Delivery Plan and Appendices V3 (2023)	IDP
Natural Environment	Landscape Character Assessment (2020)	LCA
	Air Quality Study - Dispersion Modelling Assessment (2021)	AQS
	Air Quality Study - Dispersion Modelling Assessment - Ammonia (2024)	
	Water Cycle Study (2022)	WCS
	Stodmarsh Hydrology Study September 2022	
	Thanet Coast and Sandwich Bay SPA Strategic Access Mitigation and Monitoring Strategy (SAMMS) Evidence Report (2022)	
	Thanet Coast and Sandwich Bay SPA Strategic Access Mitigation and Monitoring Strategy (SAMMS) (2023)	SAMMS
	Visitor Surveys for the Lydden and Temple Ewell Downs SAC and Dover to Kingsdown Cliffs SAC (2021)	
	Green Infrastructure Strategy (2024)	
	Green Infrastructure Strategy Evidence Base (2022)	
	The Kent Downs AONB Management Plan (2021-2026)	
	Kent Downs AONB Landscape Character Assessment (revised 2023)	
Historic Environment	Dover District Heritage Strategy (2020)	HS
	Archaeological Characterisation for Dover (DDC/KCC 2021)	UAD
	Western Heights Masterplan and Supporting Evidence (2015)	
	Historic Environment Topic Paper (2020)	

Appendix B - Local Plan Policies in relation to Neighbourhood Plans

B.1 This appendix sets out how Local Plan Policies should be applied in a Neighbourhood Plan context with regards to whether they are to be considered 'strategic'. The assessment has been undertaken in accordance with PPG Paragraph 076 [Neighbourhood planning - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/neighbourhood-planning).

Strategic Policies

B.2 With regards to the Strategic Policies (SP), many of them are directly related to the whole District and are essential to achieving the wider vision and aspirations. It therefore follows that the policies below should be viewed as Strategic in nature for all Neighbourhood Plans:

SP1 – Planning for Climate Change

SP2 – Planning for Healthy and Inclusive Communities

SP3 – Housing Growth

SP4 – Residential Windfall Development

SP5 – Affordable Housing

SP6 – Economic Growth

SP7 – Retail and Town Centres

SP11 – Infrastructure and Developer Contributions

SP12 – Strategic Transport Infrastructure

SP13 - Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets

SP14 - Enhancing Green Infrastructure and Biodiversity

SP15 - Protecting the District's Historic Environment

B.3 Three Strategic Policies only apply in certain geographical locations within the borough. They should therefore not be considered 'strategic' for Neighbourhood Plans that fall outside of their geographical scope. This applies to the following policies: -

SP8 – Dover Town Centre

SP9 – Deal Town Centre

SP10 – Sandwich Town Centre

Development Management Policies

B.4 With regards to the topic based development management policies contained within Chapters 6-13 of this Plan, an assessment of their application highlights that all of them are directly related to at least one of the strategic policies. It therefore follows that they should be viewed as essential to achieving the wider vision and aspirations in the local plan and are considered strategic in a Neighbourhood Plan context. However, as with the strategic policies detailed above, some of these policies are geographical in nature or have a specific topic coverage which may not apply to all Neighbourhood Areas.

B.5 Neighbourhood Plan groups are advised to contact the planning department to discuss these development management policies and their strategic application in the context of their specific designated neighbourhood area.

Site Allocation Policies

B.6 Site Allocations should be considered strategic in most instances for the purposes of Neighbourhood Planning, even if they are labelled as 'non-strategic' in a local plan context. This is due to many sites, in particular those not within the Small Sites Policies being essential to achieving the spatial development strategy set out in Policy SP3 - Housing Growth. However, the Council does accept that some non-major allocated sites may not be central to achieving the vision and aspirations of the Local Plan. Within this context, the Council considers that the Site Allocations contained within the 'small sites' policies for each settlement should be viewed as 'non-strategic' for the purpose of Neighbourhood Planning. However, as with the Development Management policies, Neighbourhood Plan groups are advised to contact the planning department to confirm the relevant strategic policies for their specific Neighbourhood Area, upon designation or early in the plan making process.

Appendix C - Local Plan Monitoring Indicators

Climate Change

Indicator	Local Plan Policies	Target	Data Source/s
Percentage reduction in CO2 emissions in the District that demonstrate policy or Future Home Standard compliance Percentage of applications for non-residential buildings that demonstrate BREAAAM 'Very Good' or Future Building Standard compliance	SP1 – Planning for Climate Change CC1 - Reducing Carbon Emissions	As set out in policy	DDC – Planning application monitoring data – inclusion and approval of Energy Statements and Sustainable Design and Construction Statements DDC Greenhouse Gas Emissions annual report Office of National Statistics data: Live tables on Energy Performance of Buildings Certificates - GOV.UK (www.gov.uk) Kent Environmental Strategy: Annual Impact Report and Implementation Plan Progress Report Kent State of the Environment Report Environmental data - Kent County Council
Number of energy-efficiency measures installed in homes in the District Percentage of new homes in the District with Energy Performance Certificates of A or B	SP1 – Planning for Climate Change CC2 - Sustainable Design and Construction	Gain	DDC – Planning Application monitoring Kent State of the Environment Report
Number of applications permitted for the generation of renewable or low-carbon energy	SP1 – Planning for Climate Change CC3 - Renewable and Low-Carbon Energy Development	Gain	Electric vehicles - Kent County Council
Number of Public EV charging devices in the District	SP1 - Planning for Climate Change	Gain	Kent Environment Strategy annual impact report Kent State of the Environment Report
Average domestic water consumption in District	SP1 - Planning for Climate Change CC4 - Water Efficiency	Improvements	Annual Housing Information Audit (HIA) and Commercial Information Audit (CIA) reported within AMR. Environment Agency objections to planning applications based on flood risk and water quality - GOV.UK (www.gov.uk)
No. of windfall applications approved and refused on sites at risk of flooding No. of applications approved contrary EA advice	SP1 - Planning for Climate Change CC5 - Flood Risk	0%	

Number of qualifying permitted developments incorporating SuDS	SP1 - Planning for Climate Change CC6 - Surface Water Management	No Target	DDC – Planning Application monitoring – application of policy CC6
Development permitted in Coastal Change Management Areas	SP1 - Planning for Climate Change CC7 - Coastal Change Management Areas	No permanent development	DDC – Planning Application monitoring – application of policy CC7
Number of applications where Policy CC8 is applied Additional Tree Preservation Orders made per annum	SP1 - Planning for Climate Change CC8 - Tree Planting and Protection	Net Increase No Target	DDC – Planning Application monitoring – application of policy CC8 S106 Agreements where tree planting is secured

Place Making

Indicator	Local Plan Policies	Target	Data Source/s
Percentage change in life expectancy and levels of deprivation in the District Percentage change in crime levels in the District	SP2 - Planning for Healthy and Inclusive Communities	No Decline	Indices of Multiple Deprivation Crime Statistics District Health and Population Profile – KCC
Number of public realm, cultural and public art projects secured by S106 agreement	SP2 - Planning for Healthy and Inclusive Communities PM1 - Achieving High Quality Design, Place Making and provision of Design Codes	Gain	DDC – Infrastructure Funding Statement
Number of planning applications referred to a Design Review Panel Percentage of appeals allowed on design grounds	SP2 - Planning for Healthy and Inclusive Communities PM1 - Achieving High Quality Design, Place Making and provision of Design Codes	No Target 0%	DDC and Kent Design Review Panel data Appeals data
Number of major sites where Design Codes have been prepared	SP2 - Planning for Healthy and Inclusive Communities PM1 - Achieving High Quality Design, Place Making and provision of Design Codes	No Target	Major Planning applications – Application of Design Codes and Policy PM1 use
Average density of new residential development in the District by area	SP2 – Planning for Healthy and Inclusive Communities PM1 - Achieving High Quality Design, Place Making and provision of Design Codes	No Target	Annual Housing Information Audit (HIA) reported within AMR.
Percentage of new development on Greenfield and Brownfield Land	SP2 – Planning for Healthy and Inclusive Communities PM1 - Achieving High Quality Design, Place Making and provision of Design Codes	No Target	Annual Housing Information Audit (HIA) reported within AMR.

	S3 - Housing Growth S4 – Residential Windfall Development		Kent Landscape Information system (K-LIS); Natural England; Agricultural Land Classification (ALC)
Percentage of new residential developments that meet the latest Nationally Described Space Standards	SP2 – Planning for Healthy and Inclusive Communities PM2 - Quality of Residential Accommodation	100%	Annual Housing Information Audit (HIA) reported within AMR.
Percentage of units approved/completed which are: M4(2) accessible and adaptable dwellings compliant and M4(3) wheelchair user dwellings compliant	SP2 – Planning for Healthy and Inclusive Communities PM2 - Quality of Residential Accommodation	As set out in policy	Annual Housing Information Audit (HIA) reported within AMR.
Open Space: Amount and type of new strategic open space delivered. Developer contributions received for open space projects	SP2 – Planning for Healthy and Inclusive Communities PM3 - Providing Open Space	No net Loss	Annual Housing Information Audit (HIA) reported within AMR. DDC – Planning Application monitoring – application of policy PM3 Infrastructure Funding Statement – S106 records Open Space Strategy
Loss of designated Public Open Space, Sports Facilities and Local Green Space	SP2 – Planning for Healthy and Inclusive Communities PM5 – Protection of Open Space, Sports Facilities and Local Green Space	No net Loss	Planning Permissions granted and refused which apply policy PM5 - Local Green Space Assessment and updates.
Sports and Playing Pitches: Number of new indoor and outdoor sports facilities and playing pitches provided and/or enhancements to existing. Developer contributions received for indoor sports facilities and outdoor playing pitch and sports facilities	SP2 – Planning for Healthy and Inclusive Communities PM4 - Sports Provision	No net Loss	DDC – Planning Application monitoring – application of policy PM4 Infrastructure Funding Statement - S106 records
Community & Leisure Facilities: Losses and gains of new or enhancements to existing community facilities Developer contributions received for new or enhancement of community facilities	SP2 - Planning for Healthy and Inclusive Communities PM6 - Community Facilities and Services	No net Loss	Planning Permissions granted for residential and employment – with S106 Agreements Planning permissions granted for public services, and leisure and culture facilities DDC – Planning Application monitoring – application of policy PM6

Housing Growth

Objective	Local Plan Policies	Target	Data Source/s
<p>Progress in the delivery of the Local Plan strategic and non-strategic housing allocations and dwellings by monitoring year and plan period:</p> <ul style="list-style-type: none"> • With PP - Not Started • With PP - Under Construction • Net annual dwellings Completed 	SP3 - Housing Growth All Housing Site Allocation policies	As set out in Policy and Housing Trajectory	Annual Housing Information Audit (HIA) reported within AMR.
<p>Amount and location (by settlement) of new windfall housing development by monitoring year and plan period:</p> <ul style="list-style-type: none"> • With PP Not Started • With PP Under Construction • Net annual dwellings Completed <p><i>Prior Approvals will be recorded separately for information</i></p>	SP3 - Housing Growth SP4 - Residential Windfall development	As set out in policy and Housing Trajectory	Annual Housing Information Audit (HIA) reported within AMR.
Net annual housing dwelling completions by tenure, type and location/ area within the District (Windfall and Allocation)	SP3 – Housing Growth SP4 – Residential Windfall development	As Policy	Annual Housing Information Audit (HIA) reported within AMR.
Net annual affordable housing dwelling completions by tenure type and location/ area within the District	SP5 – Affordable Housing	As policy	Annual Housing Information Audit (HIA) reported within AMR. S106 agreements and Infrastructure funding statement. Information from DDC Housing and Registered Providers
Qualifying Applications approved that have not met Affordable Housing tenure split	SP5 – Affordable Housing	0%	Annual Housing Information Audit (HIA) reported within AMR. S106 agreements Information from DDC Housing and Registered Providers
Type and mix (including bedroom numbers) of housing on sites of 10 or more dwellings	H1 - Type and Mix of Housing	As set out in SHMA and policy	Annual Housing Information Audit (HIA) reported within AMR.

Rural Local Needs Housing dwellings Permitted and completed - by tenure and area of District	H2 - Rural Local Needs Housing	No Target	Annual Housing Information Audit (HIA) reported within AMR.
Gypsy and Traveller Accommodation: <ul style="list-style-type: none"> New Pitches permitted on sites identified for intensification New Pitches permitted on windfall sites Pitches lost 	H3 - Meeting the Needs of Gypsies and Travellers H4 - Gypsy and Traveller Windfall Accommodation	Gain - As set out in GTAA	Annual Housing Information Audit (HIA) reported within AMR and most up to date Gypsy and Traveller Accommodation Assessment (GTAA)
Number of Custom and Self-Build Plots approved and completed per annum and over plan period Number of plots returned unsold annually	H5 - Self-Build and Custom Housebuilding	Overall Gain to meet register needs	Annual Housing Information Audit (HIA) reported within AMR. Self Build Register
Annual applications determined which apply Policy on extensions and annexes (permitted and refused)	H6 - Residential Extensions and Annexes	No Target	Planning applications determined which reference policy H6
Number and location of HMO's permitted by ward	H7 - Houses in Multiple Occupation	No Target	Annual Housing Information Audit (HIA) reported within AMR.

Economic Growth

Indicator	Local Plan Policies	Target	Data Source/s
Progress in the delivery of the Local Plan employment allocations	SP6 - Economic Growth All Local Plan employment allocations.	To deliver all employment allocations in plan period as set out in policy	Annual Commercial Information Audit (CIA) reported within AMR.
Annual Net Gains and Losses in employment floorspace - by use class and area of District	SP6 - Economic Growth E1 - New Employment Development E2 - Loss or Redevelopment of Employment Sites and Premises	To deliver target as set out in policy	Annual Commercial Information Audit (CIA) reported within AMR.
District-Wide Data on: <ul style="list-style-type: none"> Working age population, Total jobs and Jobs Density, Economic activity rate, Resident Occupation Group, 	SP6 - Economic Growth	Target for overall improvement	Nomisweb data - ONS KCC Business Register and Employment Survey (BRES) KCC Facts and Figures Data: Economy and employment data - Kent County Council

<ul style="list-style-type: none"> Earnings by residence and workplace, Level of unemployment, Level of qualification attainment <p>When compared to Kent, South East and UK</p>			
Annual applications determined which apply Policy E3 on business operating from a residential property	E3 - Businesses Operating from a Residential Property	No Target	Planning applications determined (Permitted and refused) which reference Policy E3
<p>Tourism: Gains and losses of tourism by area of District:</p> <ul style="list-style-type: none"> Serviced visitor accommodation (Hotels and B&B) Self-catering tourism accommodation (caravans, camping, glamping, lodges, huts, treehouse, and pods) Other tourism uses (including Holiday lets) 	E4 -Tourist Accommodation and Attractions	No net loss	Annual Commercial Information Audit (CIA) reported within AMR. Town Centre Surveys Tourism Strategy monitoring KCC Facts and Figures Data: Economy and employment data - Kent County Council

Retail and Town Centres

Indicator	Local Plan Policies	Target	Data Source/s
<p>Gains and losses in retail and Town centre uses floorspace, by use class, in:</p> <ul style="list-style-type: none"> Dover, Deal and Sandwich Town Centres District Centres Primary Shopping Areas Other Settlements 	<p>SP7 - Retail and Town Centres</p> <p>SP8 - Dover Town Centre</p> <p>SP9 - Deal Town Centre</p> <p>SP10 - Sandwich Town Centre</p> <p>R1 - Primary Shopping Areas</p> <p>R3 - Local Shops</p>	As set out in policy	Annual Commercial Information Audit (CIA) reported within AMR DDC - Town Centre Health Checks
Vacancy rates in Dover, Deal and Sandwich Town Centres	<p>SP7 - Retail and Town Centres</p> <p>SP8 - Dover Town Centre</p> <p>SP9 - Deal Town Centre</p> <p>SP10 - Sandwich Town Centre</p> <p>R1 - Primary Shopping Areas</p>	Reduction	DDC - Town Centre Health Checks
Progress in the delivery of Dover Town Centre Strategy Plan and regeneration projects / Opportunity areas	SP8 - Dover Town Centre	Delivery within plan period as set out in policy	S106 Agreements Town Centre Survey / Health checks DDC data on Strategy implementation

Use of Article 4 directions in Town Centres	SP8 - Dover Town Centre SP9 - Deal Town Centre SP10 - Sandwich Town Centre	No Target	DDC – Article 4 Information
Level of new Residential development in the town centre boundary / Primary Shopping areas in Dover, Deal and Sandwich, including change of use	SP8 - Dover Town Centre SP9 - Deal Town Centre SP10 - Sandwich Town Centre R1 - Primary Shopping Areas	No Target	Residential Planning Completions – Annual Housing Information Audit (HIA) reported within AMR
Retail and Main Town Centre Uses permitted outside of identified Town Centre Boundaries, by area and use class	SP7 - Retail and Town Centres R2 - Sequential Test and Impact Assessment	0% unless sequential test met	Annual Commercial Information Audit (CIA) reported within AMR
Annual applications determined which apply Policy R4 on shop fronts	R4 - Shop Fronts	No Target	Planning applications / appeals determined (Permitted and refused) which reference Policy R4

Transport and Infrastructure

Indicator	Local Plan Policies	Target	Data Source/s
Delivery of Infrastructure Projects by Type	SP2 – Planning for Healthy and Inclusive Communities SP11 - Infrastructure and Developer Contributions	Details within Infrastructure Delivery Plan	S106 agreements Details will be set out in the Annual Infrastructure Funding Statement (IFS)
Progress towards delivery of Strategic Transport improvements	SP12 - Strategic Transport Infrastructure	Within Plan period - As set out within Policy	S106 and S278 Agreements signed relating to highway improvements. KCC Local Transport Plan. DfT RIS updates. Annual Infrastructure Funding Statement - (IFS)
Delivery of Sustainable Travel Improvements: <ul style="list-style-type: none"> Annual applications determined which apply Policy requirements for Cycle Parking and other improvements PROW network Gains and Losses 	SP2 – Planning for Healthy and Inclusive Communities TI1 - Sustainable Travel NE4 - Air Quality	Improvements as set out within policy	Planning applications / appeals determined S106 and S278 Agreements signed relating to sustainable travel improvements Kent PROW Team and Highways Teams data Annual Infrastructure Funding Statement - DDC

<ul style="list-style-type: none"> Gains of pedestrian routes and cycle paths % increase in sustainable commuting Number of electric vehicles by % of total vehicles 			DfT and KCC data on Electric Vehicles and charging points and sustainable travel. Kent State of the Environment Report Environmental data - Kent County Council
Number of applications approved with Transport Assessments/ Statements and Travel Plans Number of applications granted against KCC Highways Advice	TI2 - Transport Statements, Assessments and Travel Plans	No Target	Planning applications / appeals approved S106 and S278 Agreements signed relating to Highway/ Sustainable Travel improvements DDC – Planning Application monitoring – application of policy TI2 Annual Infrastructure Funding Statement KCC Highways and Transportation
% of qualifying, approved applications/appeals which meet the parking standards set out in policy	TI3 - Parking Provision on new development	100%	Qualifying Planning applications / appeals approved with policy TI3 standards applied
Provision of new/revised CPZs	TI3 - Parking Provision on new development	No Target	CPZ data – Parking Services DDC
Number and location of new Lorry Parking Facilities in the District	TI4 - Overnight Lorry Parking Facilities	No Target	Planning applications, permissions, appeals and completions of Lorry Parking facilities
Improvements to digital infrastructure % of new development enabling FTTP	TI5 - Digital Technology	Gains	Planning applications, appeals, permissions, completions which include digital infrastructure as condition Policy Usage on determined applications Section 106 agreements which include digital infrastructure Openreach/BDUK rollout data

Natural and Historic Environment

Indicator	Local Plan Policies	Target	Data Source/s
Impact on Designated Environmental Sites SAC / SPA / Ramsar Implementation of SPA mitigation measures	SP13 - Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets	No Decline	Bird Surveys / SPA Annual Report by SAMMS officer S106 contributions received for SPA Mitigation - IFS

	Environmental Sites NE3 - Thanet Coast and Sandwich Bay SPA Mitigation and Monitoring Strategy		DDC – Planning Application monitoring – application of policy NE3
Designated Environmental sites status: <ul style="list-style-type: none"> • % SSSIs in favourable recovery • % LWS in positive conservation management • BOA Condition • Ancient woodland loss • Priority habitat loss 	SP13 - Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets Environmental Sites and biodiversity assets SP14 - Enhancing Green Infrastructure and Biodiversity	No loss or decline	Kent Environment Strategy Indicators Environmental data - Kent County Council Natural England- Condition of SSSI report Kent Nature Partnership - State of Kent Wildlife Report and BOA reports Kent Habitat Survey The Kent Nature Partnership Biodiversity Strategy 2020 to 2025 Planning applications for ancient woodland loss, loss of local wildlife sites, priority habitats DDC – Planning Application monitoring – application of policy SP13 in decisions
Biodiversity Net Gain on development proposals Habitat creation, restoration and management	SP14 - Enhancing Green Infrastructure and Biodiversity NE1 - Biodiversity Net Gain	No loss or decline in GI / improved GI networks - habitat created / restored / in active management 10% above ecological baseline	Kent Environment Strategy Indicators Environmental data - Kent County Council Dover Green Infrastructure Strategy Local Nature Recovery Strategy S106 agreements/conditions for BNG BNG reporting
Major Development proposals approved within Kent Downs AONB	NE2 - Landscape Character and the Kent Downs AONB	None	Planning applications, permissions, appeals and completions - HIA
Air Quality: Number of AQMAs in the District, including new AQMAs declared Exceedance episodes of key air pollutants Exceedance episodes of national air quality objectives	SP2 – Planning for Healthy and Inclusive Communities NE4 - Air Quality	No new AQMA No exceedance episodes	Kent and Medway Air Quality Monitoring Environmental data - Kent County Council Network National Air Quality Objectives DEFRA

New infrastructure permitted to increase water supply and wastewater treatment capacity	SP2 – Planning for Healthy and Inclusive Communities NE5 - Water Supply and Quality	Increase	DDC – Planning Application monitoring – application of policy NE5 Infrastructure Funding Statement
Number of applications approved with Policy NE6 applied Quality of River Dour	NE6 - The River Dour	None	DDC – Planning Application monitoring – application of policy NE6 Environment Agency WCCP Dour Partnership Officer/ Affinity Water data
Annual Planning applications refused and appeals dismissed on based on the following policies: <ul style="list-style-type: none"> • HE1 - Harm to a designated or non-designated heritage asset • HE2 - Harm to a Conservation Area or • HE3 - Harm to asset of archaeological interest • HE4 - Harm to a historic park and garden 	SP15 - Protecting the District's Historic Environment HE1 - Designated and Non-Designated Heritage Assets HE2 - Conservation Areas HE3 – Archaeology HE4 - Historic Parks and Gardens	100%	Internal DDC data on refused applications Appeal reports

Appendix Di – Local Plan Housing Supply Position and Trajectory

	Year 1 2022/23	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Year 6 2027/28	Year 7 2028/29	Year 8 2029/30	Year 9 2030/31	Year 10 2031/32	Year 11 2032/33	Year 12 2033/34	Year 13 2034/35	Year 14 2035/36	Year 15 2036/37	Year 16 2037/38	Year 17 2038/39	Year 18 2039/40	Total
Housing Completions 1st April 2022 - 31st March 2023	441																		441
Local Plan Site Allocations (Excluding SAP1 - WUE) (see Table Dii for detailed site phasing)*		0	12	22	149	303	491	466	381	374	212	194	238	178	140	101	53	57	3371
Ash Neighbourhood Plan allocated sites		0	0	0	0	5	21	18	3	0	0	70	67	12	0	0	0	0	196
Extant Permissions as of 31st March 2023 (with 5% non-implementation discount applied) Excluding WUE**		496	1049	692	207	141	227	196	127	101	101	51	51	51	51	23	0	0	3568
Whitfield Urban Expansion (WUE) Granted Applications (Completions and Extant) as of 31st March 2023	115	100	100	100	100	100	100	100	100	100	105	0	0	0	0	0	0	0	1120
Whitfield Urban Expansion (Remaining Policy SAP1)		0	0	50	50	100	150	150	150	150	150	150	150	150	200	200	200	200	2200
Windfall allowance		0	0	0	70	70	70	70	70	70	70	70	70	70	70	70	70	70	980
Total Housing Land Supply	556	596	1162	865	576	719	1061	1000	831	795	638	535	576	461	461	394	323	327	11876
Cumulative Land Supply	556	1152	2314	3179	3755	4474	5535	6535	7366	8161	8799	9334	9910	10371	10832	11226	11549	11876	
Cumulative LHN requirement	611	1222	1833	2444	3055	3666	4277	4888	5499	6110	6721	7332	7943	8554	9165	9776	10387	10998	
Cumulative supply against requirement	-55	-70	481	735	700	808	1258	1647	1867	2051	2078	2002	1967	1817	1667	1450	1162	878	

*This is based on Site Allocation indicative capacities

** 5% has been removed from total extant of 3,756 units. Permissions granted on Site Allocations have been removed from the extant supply figure to avoid double counting with the Local Plan Allocations (SAP13 – DOV008 5 dwellings; SAP13 DOV022C – 12 dwellings)

Appendix Dii - Local Plan Housing Site Allocations Trajectory (excluding SAP1)

Local Plan Reference	Site name	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Year 6 2027/28	Year 7 2028/29	Year 8 2029/30	Year 9 2030/31	Year 10 2031/32	Year 11 2032/33	Year 12 2033/34	Year 13 2034/35	Year 14 2035/36	Year 15 2036/37	Year 16 2037/38	Year 17 2038/39	Year 18 2039/40	Total
SAP3	Dover Waterfront (Part DOV017)	0	0	0	0	0	70	70	70	50	0	0	0	0	0	0	0	0	260
SAP6	Dover Mid Town (DOV018)	0	0	0	0	0	0	0	0	0	0	0	0	0	52	48	0	0	100
SAP7	Bench Street, Dover (Part DOV017)	0	0	0	0	0	52	48	0	0	0	0	0	0	0	0	0	0	100
SAP8	Land adjacent to Gas Holder, Coombe Valley Road, Dover (DOV022B)	0	0	0	0	0	0	0	0	0	0	28	28	24	0	0	0	0	80
SAP9	Land at Barwick Road Industrial Estate Dover (DOV022E)	0	0	0	52	52	16	0	0	0	0	0	30	0	0	0	0	0	150
SAP10	Buckland Mill, Dover (DOV023)	0	0	0	0	40	40	40	15	0	0	0	0	0	0	0	0	0	135
SAP11	Westmount College, Folkestone Road, Dover (DOV026)	0	0	0	0	0	0	0	28	28	4	0	0	0	0	0	0	0	60
SAP12	Car Park rear of Charlton Shopping Centre, Crafford Street, Dover (DOV028)	0	0	0	0	0	0	0	0	0	0	0	52	48	0	0	0	0	100
SAP13	Land at Dundedin Drive (south), Dover (DOV006)	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	8
SAP13	Land adjoining 455 Folkestone Road, Dover (DOV008)	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Local Plan Reference	Site name	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Year 6 2027/28	Year 7 2028/29	Year 8 2029/30	Year 9 2030/31	Year 10 2031/32	Year 11 2032/33	Year 12 2033/34	Year 13 2034/35	Year 14 2035/36	Year 15 2036/37	Year 16 2037/38	Year 17 2038/39	Year 18 2039/40	Total
SAP13	Albany Place Car Park, Dover (DOV019)	0	0	0	0	0	0	0	9	11	0	0	0	0	0	0	0	0	20
SAP13	Land north of Coombe Valley Rd, Dover (DOV022C)	0	1	1	0	0	10	8	0	0	0	0	0	0	0	0	0	0	20
SAP13	Land at Durham Hill, Dover (DOV030)	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10
SAP13	Land at Military Road, Dover (TC4S026)	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
SAP13	Land at Roosevelt Road, Dover (TC4S027)	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	10
SAP13	Land at Peverell Road, Dover (TC4S028)	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
SAP13	Land at Colton Crescent, Dover (TC4S030)	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	10
SAP14	Land off Cross Road, Deal (DEA008)	0	0	0	0	52	52	36	0	0	0	0	0	0	0	0	0	0	140
SAP15	Land at Rays Bottom, Walmer (WAL002)	0	0	0	0	0	0	0	28	28	19	0	0	0	0	0	0	0	75
SAP16	Bridleway Riding School, Station Road, Deal (TC4S008)	0	0	0	0	0	0	0	18	7	0	0	0	0	0	0	0	0	25
SAP16	Ethelbert Road garages, Deal (TC4S032)	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
SAP16	104 Northwall Road, Deal (TC4S047)	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	8

Local Plan Reference	Site name	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Year 6 2027/28	Year 7 2028/29	Year 8 2029/30	Year 9 2030/31	Year 10 2031/32	Year 11 2032/33	Year 12 2033/34	Year 13 2034/35	Year 14 2035/36	Year 15 2036/37	Year 16 2037/38	Year 17 2038/39	Year 18 2039/40	Total
SAP16	Land to the east of Northbourne Road, Great Mongeham (GTM003)	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	10
SAP17	Land south of Stonar Lake and to north and east of Stonar Gardens, Sandwich (SAN004)	0	0	0	0	0	0	0	18	18	18	21	0	0	0	0	0	0	75
SAP18	Sandwich Highway Depot/Chippies Way, Ash Road, Sandwich (SAN006)	0	0	0	0	0	0	18	14	0	0	0	0	0	0	0	0	0	32
SAP19	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich (SAN007)	0	0	0	0	0	0	0	0	0	0	18	17	0	0	0	0	0	35
SAP20	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich (SAN008)	0	0	0	0	0	0	0	18	17	0	0	0	0	0	0	0	0	35
SAP21	Land adjacent to Sandwich Technology School, Deal Road, Sandwich (SAN013)	0	0	0	0	0	0	20	20	20	0	0	0	0	0	0	0	0	60
SAP22	Land at Archers Low Farm, St George's Road, Sandwich (SAN023)	0	0	0	18	17	0	0	0	0	0	0	0	0	0	0	0	0	35
SAP23	Sydney Nursery, Dover Road, Sandwich (SAN019)	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
SAP24	Land to the of South Aylesham (AYL003)	0	0	0	0	0	53	53	53	53	53	53	53	53	53	53	53	57	640

Local Plan Reference	Site name	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Year 6 2027/28	Year 7 2028/29	Year 8 2029/30	Year 9 2030/31	Year 10 2031/32	Year 11 2032/33	Year 12 2033/34	Year 13 2034/35	Year 14 2035/36	Year 15 2036/37	Year 16 2037/38	Year 17 2038/39	Year 18 2039/40	Total
SAP27	Land at Dorman Avenue North, Aylesham (AYL001)	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	9
SAP28	Land between Eythorne and Elvington	0	0	0	0	0	0	0	0	53	53	53	53	53	35	0	0	0	300
SAP29	Land on the south eastern side of Roman Way, Elvington (EYT008)	0	0	0	0	0	0	0	0	15	15	15	5	0	0	0	0	0	50
SAP30	Land at Chapel Hill, Eythorne (TC4S039)	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
SAP32	Land at Buttsole Pond, Lower Street, Eastry (EAS002)	0	0	0	0	0	0	28	28	24	0	0	0	0	0	0	0	0	80
SAP33	Eastry Court Farm, Eastry (EAS009)	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
SAP33	Land adjacent to Cross Farm, Eastry (EAS009)	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	10
SAP34	Land at Woodhill Farm, Ringwood Road, Kingsdown (KIN002)	0	0	0	0	20	20	10	0	0	0	0	0	0	0	0	0	0	50
SAP35	Land adjacent to Courtlands, Kingsdown (TC4S074)	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
SAP36	Land north and east of St Andrew's Gardens and adjacent to Mill House, Sheperdswell (SHE004/TC4S082)	0	0	0	0	9	18	18	5	0	0	0	0	0	0	0	0	0	50

Local Plan Reference	Site name	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Year 6 2027/28	Year 7 2028/29	Year 8 2029/30	Year 9 2030/31	Year 10 2031/32	Year 11 2032/33	Year 12 2033/34	Year 13 2034/35	Year 14 2035/36	Year 15 2036/37	Year 16 2037/38	Year 17 2038/39	Year 18 2039/40	Total
SAP37	Land at Botolph Street Farm, Shepherdswell (SHE006)	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	10
SAP37	Land off Mill Lane, Shepherdswell (SHE008)	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10
SAP38	Land adjacent to Reach Road bordering Reach Court Farm, St Margarets (STM003)	0	0	0	0	0	0	0	18	18	4	0	0	0	0	0	0	0	40
SAP39	Land to the west of Townsend Farm Road, St Margarets (STM007/STM008)	0	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	36
SAP40	Land at New Townsend Farm, Station Road, St Margarets (STM006)	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
SAP41	Footpath Field, Staple Road, Wingham (WIN014)	0	0	0	28	28	19	0	0	0	0	0	0	0	0	0	0	0	75
SAP42	Land adjacent to Staple Road, Wingham (WIN003)	0	0	0	0	0	0	0	0	9	9	2	0	0	0	0	0	0	20
SAP42	Land adjacent to White Lodge, Preston Hill, Wingham (WIN004)	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	8
SAP43	Land at Short Lane, Alkham (ALK003)	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10

Local Plan Reference	Site name	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Year 6 2027/28	Year 7 2028/29	Year 8 2029/30	Year 9 2030/31	Year 10 2031/32	Year 11 2032/33	Year 12 2033/34	Year 13 2034/35	Year 14 2035/36	Year 15 2036/37	Year 16 2037/38	Year 17 2038/39	Year 18 2039/40	Total
SAP44	Land to the east of Great Cauldham Farm, Capel-le-Ferne (CAP006)	0	0	0	0	28	28	14	0	0	0	0	0	0	0	0	0	0	70
SAP45	Longships, Cauldham Lane, Capel-le-Ferne (CAP009)	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
SAP45	Land known as the former Archway Filling Station, New Dover Road, Capel-le-Ferne (CAP011)	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10
SAP45	Land at Cauldham Lane, Capel-le-Ferne (CAP013)	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
SAP46	Land adjacent Langdon Court Bungalow, The Street, East Langdon (LAN003)	0	0	0	0	18	18	4	0	0	0	0	0	0	0	0	0	0	40
SAP47	Land adjacent to Lydden Court Farm, Church Lane, Lydden (LYD003)	0	0	0	0	18	12	0	0	0	0	0	0	0	0	0	0	0	30
SAP48	Apple Tree Farm and west of Apple Tree Farm, Preston (PRE003/PRE016/PRE017)	0	0	0	0	0	28	28	9	0	0	0	0	0	0	0	0	0	65
SAP49	Land to the east of Jubilee Road, Worth (WOR006)	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	10
SAP49	Land to the East of former Bisley Nursery, The Street, Worth (WOR009)	0	0	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	15

Local Plan Reference	Site name	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Year 6 2027/28	Year 7 2028/29	Year 8 2029/30	Year 9 2030/31	Year 10 2031/32	Year 11 2032/33	Year 12 2033/34	Year 13 2034/35	Year 14 2035/36	Year 15 2036/37	Year 16 2037/38	Year 17 2038/39	Year 18 2039/40	Total
SAP50	Land adjacent to Short Street, Chillenden (GOO006)	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
SAP51	Land Opposite the Conifers, Coldred (SHE013)	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
SAP52	Prima Windows, Easole Street/Sandwich Road, Nonington (NON006)	0	0	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	27
SAP53	Land at Ringwould - Alpines, Dover Road (RIN002/RIN006)	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	10
SAP54	Land at Durluck Road, Staple (STA004)	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SAP55	Beacon Lane Nursery, Beacon Lane, Woodnesborough (WOO005)	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
SAP55	Land south of Sandwich Road, Woodnesborough (WOO006)	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10
Total		0	12	22	149	303	491	466	381	374	212	194	238	178	140	101	53	57	3371

Appendix E - Local Plan Allocations

Policy	Site	Capacity
SAP 1	Whitfield Urban Expansion (WHI001 and WHI008)	2200 in the plan period
SAP2	White Cliffs Business Park (ELR7 and TC4S120)	Employment
SAP3	Dover Waterfront (part DOV017)	260
HRS1	Western Heights Heritage Regeneration Opportunity Site	Mixed Use
SAP5	Fort Burgoyne (TC4S092/part GUS002)	Mixed Use
SAP6	Dover Mid Town (DOV018)	100
SAP7	Bench Street Dover (part DOV017)	100
SAP8	Land adjacent to the Gas Holder (DOV022B)	80
SAP9	Land at Barwick Road Industrial Estate (DOV022E)	150
SAP10	Buckland Paper Mill (DOV023)	135
SAP11	Westmount College (DOV026)	60
SAP12	Car Park rear of Charlton Shopping Centre, Crafford Street (DOV028)	100
SAP13	Land at Dundedin Drive (South) Dover (DOV006)	8
SAP13	Land adjoining 455 Folkestone Road, Dover (DOV008)	5
SAP13	Albany Place Car Park, Dover (DOV019)	20
SAP13	Land to the north of Coombe Valley Rd, Dover (DOV022C)	20
SAP13	Land at Durham Hill, Dover (DOV030)	10
SAP13	Military Road, Dover (TC4S026)	9
SAP13	Roosevelt Road, Dover (TC4S027)	10
SAP13	Peverell Road, Dover (TC4S028)	6
SAP13	Colton Crescent, Dover (TC4S030)	10
SAP14	Land off Cross Road (DEA008)	140
SAP15	Land at Rays Bottom (WAL002)	75
SAP16	Land to the east of Northbourne Road, Great Mongeham (GTM003)	10
SAP16	Bridleway Riding School, Station Road, Deal (TC4S008)	25
SAP16	Ethelbert Road garages, Deal (TC4S032)	5
SAP16	104 Northwall Road, Deal (TC4S047)	8

SAP17	Land south of Stonar Lake and to north and east of Stonar Gardens (SAN004)	75
SAP18	Sandwich Highway Depot (SAN006)	32
SAP19	Land at Poplar Meadow (SAN007)	35
SAP20	Woods' Yard (SAN008)	35
SAP21	Land adjacent to Sandwich Technology School (SAN013)	60
SAP22	Land at Archers Low Farm (SAN023)	35
SAP23	Sydney Nursery, Dover Road, Sandwich (SAN019)	10
SAP24	Land to the South of Aylesham (AYL003)	640
SAP25	Aylesham Development Area (ELR4)	Employment
HRS2	Former Snowdown Colliery, Heritage Regeneration Opportunity Site, Aylesham (ELR14)	Mixed Uses
SAP27	Land at Dorman Avenue (AYL001)	9
SAP28	Land between Eythorne and Elvington (EYT003/EYT009/EYT012)	300
SAP29	Land on the south eastern side of Roman Way (EYT008)	50
SAP30	Chapel Hill Eythorne (TC4S039)	5
SAP31	Statenborough Farm (TC4S076)	Employment
SAP32	Land at Buttsole Pond (EAS002)	80
SAP33	Eastry Court Farm, Eastry (EAS009)	5
SAP33	Land adjacent to Cross Farm, Eastry (TC4S023)	10
SAP34	Land at Woodhill Farm (KIN002)	50
SAP35	Land adjacent Courtlands, Kingsdown (TC4S074)	5
SAP36	Land to the north and east of St Andrews Gardens and adjacent to Mill House (SHE004/ TC4S082)	50
SAP37	Land at Botolph Street Farm, Shepherdswell (SHE006)	10
SAP37	Land off Mill Lane, Shepherdswell (SHE008)	10
SAP38	Land adjacent to Reach Road bordering Reach Court Farm (STM003)	40
SAP39	Land to the west of Townsend Farm Road (STM007/ STM008)	36
SAP40	Land at New Townsend Farm, Station Road, St Margarets (STM006)	10
SAP41	Footpath Field (WIN0014)	75

SAP42	Land adjacent to Staple Road (WIN003)	20
SAP42	Land adjacent to White Lodge, Preston Hill (WIN004)	8
SAP43	Land at Short Lane, Alkham (ALK003)	10
SAP44	Land to the east of Great Cauldham Farm (CAP006)	70
SAP45	Longships, Cauldham Lane, Capel-le-Ferne (CAP009)	10
SAP45	Land known as the former Archway Filling Station, New Dover Road, Capel-le-Ferne (CAP011)	10
SAP45	Land at Cauldham Lane, Capel-le-Ferne (CAP013)	5
SAP46	Land adjacent Langdon Court Bungalow (LAN003)	40
SAP47	Land adjacent to Lydden Court Farm (LYD003)	30
SAP48	Apple Tree Farm and north west of Apple Tree Farm (PRE003/PRE016/PRE017)	65
SAP49	Land to the east of Jubilee Road, Worth (WOR006)	10
SAP49	Land to the East of former Bisley Nursery, The Street, Worth (WOR009)	15
SAP50	Land adjacent to Short Street, Chillenden (GOO006)	5
SAP51	Land opposite the Conifers, Coldred (SHE013)	5
SAP52	Prima Windows (NON006)	27
SAP53	Land at Ringwould Alpines, Dover Road, Ringwould (RIN002 and RIN004)	10
SAP54	Land at Durlock Road, Staple (STA004)	3
SAP55	Beacon Lane Nursery, Beacon Lane, Woodnesborough (WOO005)	5
SAP55	Land south of Sandwich Road, Woodnesborough (WOO006)	10

Appendix F - Superseded Development Plan Policies

This Local Plan supersedes the previous development plan documents of the Core Strategy 2010 (CS10) and Land Allocations Local Plan 2015 (LALP15), as well as saved policies from the 2002 Dover Local Plan (LP02). The full list of policies superseded or deleted by the adoption of this Local Plan is set out below.

Policy Ref	Policy Name	Existing Policy Document	Status (and Local Plan policy reference where superseded)
LE5	Albert Road development, Deal	LP02	Deleted
LE10	Development of Tilmanstone Spoil Tip (North)	LP02	Superseded by E2 Loss or Redevelopment of Employment Sites and Premises
LE15	Safeguarding land at Town Yard	LP02	Deleted
LE24	Relocation of Dover Castle Car Park	LP02	Deleted
LE30	Caravan Sites	LP02	Superseded by SP6 Economic Growth/E4 Tourist Accommodation And Attractions
LE31	Holiday chalet sites	LP02	Superseded by SP6 Economic Growth/E4 Tourist Accommodation and Attractions
TR4	Land safeguarded for A2 dualling and A256	LP02	Deleted
TR9	Cycle Routes	LP02	Deleted
TR10	Safeguarding of major urban footpaths	LP02	Deleted
TR12	Land safeguarded at Richborough Power Station for CTRL development	LP02	Deleted
CO5	Undeveloped or Heritage Coasts	LP02	Deleted
CO8	Development which would adversely affect a hedgerow	LP02	Deleted
WE6	Moorings and Pontoons	LP02	Deleted
ER2	Roman Road, Danes Court, Dover Safeguarded for Substation	LP02	Deleted
ER6	Light Pollution	LP02	Deleted
DD21	Horse-related Development	LP02	Deleted
DD23	Chalk Scars	LP02	Deleted

SP9	Sandwich Town Centre Frontages	LP02	Superseded by SP10 Sandwich Town Centre
SP12	Amusement Centres	LP02	Deleted
OS6	Proposals for Indoor Sports and Recreational Facilities	LP02	Superseded by SP11 Infrastructure And Developer Contributions/PM4 Sports Provision
OS7	Proposals for Outdoor Sports and Recreational Facilities	LP02	Superseded by PM4 Sports Provision
OS8	New development involving the Stonar Lake area, Sandwich	LP02	Deleted
CF2	Mobile Classrooms	LP02	Deleted
AS1	Betteshanger Colliery Pithead	LP02	Deleted
AS9	St James' Area, Dover	LP02	Deleted
AS13	Lydden Circuit	LP02	Deleted
AY1	Land for the strategic expansion of Aylesham	LP02	Deleted
AY2	Ensuring community benefits	LP02	Deleted
AY3	Residential evelopment in the Development Area	LP02	Deleted
AY4	Employment Development in the Development Area	LP02	Superseded by SP6 Economic Growth/SAP25 Aylesham Development Area (ELR4)
AY5	Land allocated for Market Place or a Food Store	LP02	Deleted
AY6	Petrol Filling Station	LP02	Deleted
AY7	Open Space or Landscaping	LP02	Superseded by SP11 Infrastructure and Developer Contributions/PM3 Providing Open Space
AY8	Primary School provision in the Development Area	LP02	Deleted
AY9	Land allocated at Snowdown Colliery Welfare Ground for an equipped sports hall	LP02	Deleted
AY10	Provision of a spinal footpath and cycle network	LP02	Deleted
AY11	Land safeguarded for utility services	LP02	Deleted

CP1	Settlement Hierarchy	CS10	Superseded by SP3 Housing Growth/SP4 Residential Windfall Development
CP2	Provision for Jobs and Homes between 2006-2026	CS10	Superseded by SP3 Housing Growth/SP6 Economic Growth
CP3	Distribution of Housing Allocations	CS10	Superseded by SP3 Housing Growth
CP4	Housing Quality, Mix, Density and Design	CS10	Superseded by H1 Type and Mix of Housing/PM1 Achieving High-Quality Design, Place Making and Provision of Design Codes/PM2 Quality of Residential Accommodation
CP5	Sustainable Construction Standards	CS10	Superseded by SP1 Planning for Climate Change, CC1 Reducing Carbon Emissions and CC2 Sustainable Design and Construction
CP6	Infrastructure	CS10	Superseded by SP11 Infrastructure and Development Contributions
CP7	Green Infrastructure Network	CS10	Superseded by SP13 Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets/SP14 Enhancing Green Infrastructure and Biodiversity
CP8	Dover Waterfront	CS10	Superseded by SAP3 Dover Waterfront (part DOV017)/SAP7 Bench Street Dover (part DOV017)
CP9	Dover Midtown	CS10	Superseded by SAP6 Dover Mid Town (DOV018)
CP10	Former Connaught Barracks Complex	CS10	Deleted
CP11	The Managed Expansion of Whitfield	CS10	Superseded by SAP1 Whitfield Urban Expansion (WHI001 and WHI008)
DM1	Settlement Boundaries	CS10	Superseded by SP4 Residential Windfall Development
DM2	Protection of Employment Land and Buildings	CS10	Superseded by E2 Loss or Redevelopment of Employment Sites and Premises
DM3	Commercial Buildings in the Rural Area	CS10	Superseded by SP6 Economic Growth/E1 New Employment Development
DM4	Re-use or Conversion of Rural Buildings	CS10	Superseded by SP4 Residential Windfall Development/E1 New Employment Development
DM5	Affordable Housing	CS10	Superseded by SP5 Affordable Housing

DM6	Rural Exception Affordable Housing	CS10	Superseded by H2 Rural Local Needs Housing
DM7	Provision for Gypsies, Travellers and Travelling Showpeople	CS10	Superseded by SP3 Housing Growth/H3 Meeting the Needs of Gypsies and Travellers/H4 Gypsy and Traveller Windfall Accommodation
DM8	Replacement Dwellings in the Countryside	CS10	Superseded by SP4 Residential Windfall Development
DM9	Accommodation for Dependent Relatives	CS10	Superseded by H6 Residential Extensions and Annexes
DM10	Self-contained Temporary Accommodation for Dependent Relatives	CS10	Superseded by H6 Residential Extensions and Annexes
DM11	Location of Development and Managing Travel Demand	CS10	Superseded by SP11 Infrastructure and Developer Contributions/TI1 Sustainable Transport and Travel
DM12	Road Hierarchy and Development	CS10	Superseded by SP12 Strategic Transport Infrastructure
DM13	Parking Provision	CS10	Superseded by SP2 Planning for Healthy and Inclusive Communities/TI3 Parking Provision on New Development
DM14	Roadside Services	CS10	Deleted
DM15	Protection of the Countryside	CS10	Superseded by SP4 Residential Windfall Development/SP6 Economic Growth/SP13 Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets
DM16	Landscape Character	CS10	Superseded by Ne2 Landscape Character and the Kent Downs AONB
DM17	Groundwater Source Protection	CS10	Superseded by NE5 Water Supply and Quality
DM18	River Dour	CS10	Superseded by NE6 The River Dour
DM19	Historic Parks and Gardens	CS10	Superseded by SP15 Protecting the District's Historic Environment/HE4 Historic Parks and Gardens
DM20	Shopfronts	CS10	Superseded by R4 Shop Fronts
DM21	Security Shutters and Grilles	CS10	Superseded by R4 Shop Fronts
DM22	Shopping Frontages	CS10	Superseded by SP7 Retail and Town Centres, R2 Sequential Test and Impact Assessment
DM23	Local Shops	CS10	Superseded by R3 Local Shops

DM24	Retention of Rural Shops and Pubs	CS10	Superseded by R3 Local Shops
DM25	Open Space	CS10	Superseded by SP11 Infrastructure and Developer Contributions/PM3 Providing Open Space
LA1	Provision for Gypsies, Travellers and Travelling Showpeople	LALP15	Superseded by SP3 Housing Growth
LA2	White Cliffs Business Park	LALP15	Superseded by SP6 Economic Growth/SAP2 White Cliffs Business Park
LA3	Charlton Sorting Office, Charlton Green	LALP15	Deleted
LA4	Albany Place Car Park	LALP15	Superseded by SAP13 Albany Place Car Park, Dover (DOV019)
LA5	Land at Manor View Nursery, Lower Road, Temple Ewell	LALP15	Deleted
LA6	Land adjacent to the former Melbourne Country Primary School	LALP15	Deleted
LA7	Former TA Centre, London Road	LALP15	Deleted
LA8	Land in Coombe Valley	LALP15	Superseded by SAP8 Land Adjacent to the Gas Holder, Coombe Valley Road (DOV022B)/SAP9 Land at Barwick Road Industrial Estate (DOV022E)/SAP13 Land to the North of Coombe Valley Road, Dover (DOV022C)
LA9	Buckland Mill	LALP15	Superseded by SAP10 Buckland Paper Mill, Crabble Hill, Dover (DOV023)
LA10	Residential Allocations (Dover)	LALP15	Superseded by SAP1 Whitfield Urban Expansion (WHI001 and WHI008), SAP3 Dover Waterfront (part DOV017), SAP6 Dover Mid Town (DOV018), SAP7 Bench Street Dover (part DOV017), SAP8 Land adjacent to the Gas Holder, Coombe Valley Road (DOV022B), SAP9 Land at Barwick Road Industrial Estate (DOV022E), SAP10 Buckland Paper Mill, Crabble Hill, Dover (DOV023), SAP11 Westmount College, Folkestone Road, Dover (DOV026), SAP12 Charlton Shopping Centre, High Street, Dover

			(DOV028, SAP13 Land at Dunedin Drive (south), Dover (DOV006)
LA11	Dover Western Heights	LALP15	Superseded by HRS1 Dover Western Heights
LA12	Land to the north-west of Sholden New Road	LALP15	Deleted
LA13	Land between Deal and Sholden	LALP15	Deleted
LA14	Land between 51 and 77 Station Road, Walmer	LALP15	Deleted
LA15	Residential Development (Deal)	LALP15	Deleted
LA16	Land to the west of St Bart's Road, Sandwich	LALP15	Deleted
LA17	Land adjacent to the Sandwich Technology School	LALP15	Superseded by SAP21 Land Adjacent to Sandwich Technology School (SAN013)
LA18	Sandwich Town Centre	LALP15	Superseded by SP7 Retail and Town Centres, SP10 Sandwich Town Centre
LA19	New Convenience Retail Provision in Sandwich	LALP15	Superseded by SP7 Retail and Town Centres, SP10 Sandwich Town Centre
LA20	Land to the west of Chequer Lane, Ash	LALP15	Deleted
LA21	Land to the south of Sandwich Road Ash	LALP15	Deleted
LA22	Land at Mill Field, Ash	LALP15	Deleted
LA23	Residential Development (Ash)	LALP15	Deleted
LA24	Land to the south of New Dover Road, between Capel Court Caravan Park and Helena Road, Capel-le-Ferne	LALP15	Deleted
LA25	Land to the north of the junction of Capel Street and Winehouse Lane, Capel-le-Ferne	LALP15	Deleted
LA26	Land between 107 & 127 Capel Street	LALP15	Deleted
LA27	Gore Field, Gore Lane	LALP15	Deleted

LA28	Eastry Court Farm	LALP15	Superseded by SAP33 Eastry Court Farm (EAS009) Land adjacent to Cross Farm (TC4S023)
LA29	Eastry Hospital	LALP15	Deleted
LA30	Residential Development (Eastry)	LALP15	Deleted
LA31	Employment Allocation (Eastry)	LALP15	Deleted
LA32	Residential Development (Sheperdswell)	LALP15	Superseded by SAP36 Land to the north and east of St. Andrews Gardens and adjacent to Mill House (SHE004&TC4S082), SAP37 Land at Botolph Street Farm (SHE006)
LA33	Residential Development (Wingham)	LALP15	Deleted
LA34	North of Langdon Primary School, East Langdon	LALP15	Deleted
LA35	Residential Development (East Studdal)	LALP15	Deleted
LA36	Residential Development (Elvington and Eythorne)	LALP15	Superseded by SAP28 Land between Eythorne and Elvington (EYT003/EYT009/EYT01), SAP 29 Land on the southeastern side of Roman Way, Elvington (EYT008), SAP30 Chapel Hill Eythorne (TC4S039)
LA37	Residential Development (Great Mongeham)	LALP15	Deleted
LA38	Land between the village hall and The Bothy, Upper Street, Kingsdown	LALP15	Deleted
LA39	Residential Development (Kingsdown)	LALP15	Deleted
LA40	Land at Canterbury Road, Lydden	LALP15	Deleted
LA41	Prima Windows, Easole Street/Sandwich Road, Nonington	LALP15	Superseded by SAP52 Prima Windows, Easole Street/Sandwich Road, Nonington (NON006)
LA42	Residential Development (Nonington)	LALP15	Deleted
LA43	The Paddock, Townsend Farm Road, St. Margaret's-at-Cliffe	LALP15	Deleted

LA44	Residential Development (St. Margaret's-at-Cliffe)	LALP15	Deleted
LA45	Residential Development (Staple)	LALP15	Deleted
LA46	Land between Stoneleigh and Nine Acres, The Street, Woodnesborough	LALP15	Deleted
LA47	Residential Development (Woodnesborough)	LALP15	Deleted
DM26	Provision of Comparison Floorspace in Deal	LALP15	Superseded by SP7 Retail and Town Centres, SP9 Deal Town Centre
DM27	Providing Open Space	LALP15	Superseded by SP11 Infrastructure and Developer Contributions/PM3 Providing Open Space

Appendix G - Glossary of Abbreviations

Abbreviated Term	Full Term
AMR	Authority Monitoring Report
AONB	Area of Outstanding Natural Beauty (Now National Landscape)
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
ACV	Asset of Community Value
BNG	Biodiversity Net Gain
BOA	Biodiversity Opportunity Area
BREEAM	Building Research Establishment Environmental Assessment Method
CCMA	Coastal Change Management Area
CPZ	Controlled Parking Zones
CROW	Countryside Rights of Way Act
DAS	Design and Access Statements
DDHS	Dover District Heritage Strategy
DDC	Dover District Council
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DLUHC	Department for Levelling Up, Housing & Communities (now Ministry of Housing, Communities and Local Government)
EA	Environment Agency
EDNA	Economic Development Needs Assessment
EIA	Environmental Impact Assessment
ELR	Employment Land Review
EQIA	Equalities Impact Assessment
FRA	Flood Risk Assessment
FRAP	Flood Risk Activity Permit
GDV	Gross Development Value
GTAA	Gypsy and Traveller and Travelling Showperson Accommodation Assessment
HELAA	Housing and Economic Land Availability Assessment
HIA	Housing Information Audit
HMMP	Habitat Management and Monitoring Plan
HMO	House(s) in Multiple Occupation

HRA	Habitats Regulations Assessment
IDP	Infrastructure Delivery Plan
KCC	Kent County Council
LCA	Landscape Character Areas
LCT	Landscape Character Types
LFFP	Local Football Facilities Plan
LGS	Local Green Space
LLFA	Lead Local Flood Authority
LNR	Local Nature Reserve
LPA	Local Planning Authority
LVIA	Landscape Visual Impact Assessment
LWS	Local Wildlife Sites
MCZ	Marine Conservation Zone
NDSS	National Described Space Standards
NERC	Natural Environment and Rural Communities Act
NNR	National Nature Reserve
NPPF	National Planning Policy Framework (2021 version for the purposes of this Plan)
NPPG / PPG	National Planning Practice Guidance
PPTS	Planning Policy for Traveller Sites
PPS	Playing Pitch Strategy
PRoW	Public Right of Way
RAMSAR	Wetlands of International Importance (Ramsar Convention 1973)
RTCNA	Retail and Town Centre Needs Assessment
SA/SEA	Sustainability Appraisal / Strategic Environment Assessment
SAC	Special Area of Conservation
SAMM / SAMMS	Thanet Coast and Sandwich Bay SPA Strategic Access Mitigation and Monitoring Strategy
SANGS	Suitable Alternative Natural Green Space
SFRA	Strategic Flood Risk Assessment
SM	Scheduled Monument
SHMA	Strategic Housing Market Assessment
SW	Southern Water
SPA	Special Protection Area

SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SSSI	Site of Special Scientific Interest
SFRA	Strategic Flood Risk Assessment
SuDS	Sustainable urban Drainage Systems
TPO	Tree Preservation Order
WCBP	White Cliffs Business Park
WUE	Whitfield Urban Expansion
ZOI	Zone of Influence

