



# Addendum to the Dover District Land Allocations Pre-Submission Local Plan

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## 1 Introduction

**1.1** The District Council has identified the need for six "focused changes" to the Plan which are the subject of this Addendum. They relate to:

- Land between 51 and 77 Station Road, Walmer (Appendix 3 Land Allocation Plans)
- Land to the west of St. Bart's Road (Appendix 3 Land Allocation Plans)
- Land adjacent to Sandwich Technology School (Policy LA16)
- New Convenience Retail provision in Sandwich (Policy LA17)
- Inclusion of a housing allocation in the village of Preston
- Thanet Coast and Sandwich Bay SPA and Ramsar Mitigation Strategy (Annex 1 Development Management Guidance and Policy)

**1.2** In order to assist the reader, the original text from the published Land Allocations Pre-Submission Local Plan (December 2012) has been duplicated in full. Where the focused change proposes to replace text this has been shown as ~~strikeout~~ and new text has been added in **bold**. In each case a short commentary box precedes each proposed change to explain the rationale for the change.

**1.3** The focused changes that have been included in this Addendum have been subject to Sustainability Appraisal and Habitat Regulations Assessment which the Council is consulting upon alongside the Addendum.

### How can I make a representation?

This consultation only relates to the six focused changes that have been included in the Addendum and its accompanying Sustainability Appraisal and Habitats Regulation Assessment. The Council will not be accepting any representations on other parts of the Plan.

If the changes that have been included in this Addendum address an issue that you previously raised to the Plan, please clearly state this on any subsequent representation.

**1.4** The period for representations on the Addendum runs for six weeks from XXX May until midnight on XXX June 2013. If you would like to make a representation, the Council would very much prefer that electronic means are used whenever possible.

**1.5** The documents are available for public inspection on the Council's web site, [www.dover.gov.uk/ldf](http://www.dover.gov.uk/ldf), and, during normal working hours, at the main Council Offices and Area Offices.

**1.6** Representations should preferably be made via the Council's online consultation system as this will aid the efficient collation and analysis of the views. Alternatively, representations can be submitted by email or by sending a letter:

Email address: regenerationdelivery@dover.gov.uk

Postal Address: Regeneration Delivery

Dover District Council

White Cliffs Business Park

Dover

Kent, CT16 3PJ

**1.7** If you require further information please contact the Regeneration Delivery Section on 01304 872477.

### **Next steps**

**1.8** After the period for representations has closed the following documentation will be submitted to the Secretary of State:

- The Land Allocations Pre-Submission Local Plan (December 2012), Sustainability Appraisal and Habitats Regulation Assessment
- Copies of the representations that were received on the Plan
- The Addendum to the Land Allocations Pre-Submission Local Plan and the accompanying SA/HRA
- Any representations that are received to the Addendum and the SA/HRA
- Evidence Base of supporting documents

**1.9** A Planning Inspector will then be appointed by the Secretary of State, and an Examination in Public will be held, which is anticipated to take place in Autumn 2013.

## 2 Deal

### Land Between 51 and 77 Station Road, Walmer

**2.1** Policy LA12 allocated a 9 ha site on the southern edge of Walmer for approximately 220 dwellings. Map 3.18 identified the area of land to be allocated for development.

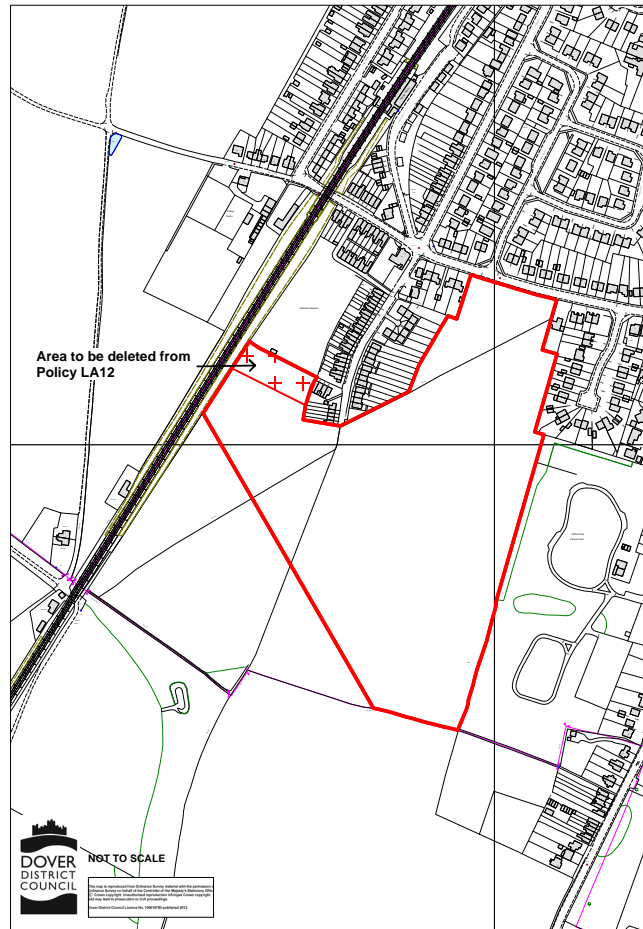
#### **Proposed change**

Remove land to the rear of Mayers Road that has been allocated for residential development (Map 3.18)

#### **Justification for Change**

Representations from the owners of properties in Mayers Road have identified that the proposed allocation includes private gardens that are not available for development. The representations seek the removal of the gardens from the allocation. The District Council agrees that this small area should be removed.

The capacity of the site remains unchanged (220 dwellings).



Revised Map 3.18

### 3 Sandwich

#### Land to the west of St Bart's Road including Kumar Nursery, Sandwich

**3.1** Policy LA14 allocated a 11.1 ha site on the western edge of Sandwich for approximately 100 dwellings. Map 3.23 (Appendix 3) identified the area of land allocated for development.

##### Proposed change

Revise paragraphs 3.202 - 3.209 as set out below.

Remove the middle part of the site and Kumar Nursery from Map 3.23

Increase the number of dwellings from 100 to 120 dwellings

Amend Figure 3.9 to reflect change of site boundary

##### Justification for Change

A representation from one of the landowners states that their land (the middle section of the allocated site) is no longer available for development. The removal of this site also make the adjacent land to the south (Kumar Nursery) undeliverable because there are no suitable access points to the land. Kent County Council Highways do not consider Dover Road to be suitable to serve any further development due to the high number of crashes at the Dover Road/Deal Road junction. The District Council considers that this makes development of the Kumar Nursery land undeliverable. The proposed change reduces the allocation to 6.05ha from 11.8ha.

The capacity has, however, been increased from 100 to 120 dwellings to make better use of the land. The previous allocation did not make best use of the land and was at a very low density. This was primarily due to concerns relating to limiting the number of homes on the site to avoid potentially unacceptable impacts on the surrounding highway network.

#### Land to the west of St Bart's Road ~~including Kumar Nursery~~, Sandwich

##### Site Location and Characteristics

3.202 The ~~11.8~~**6.05** ha site is located on the western edge of Sandwich and consists primarily of flat open agricultural land but also includes a dwelling that fronts Woodnesborough Road;~~and~~ allotments ~~and an agricultural nursery~~. The ~~dwelling property and the nursery are~~**is** enclosed behind an established hedgerow. Existing vehicular access onto the site is from Woodnesborough Road to the north;~~and~~

St Barts Road to the north east ~~and Dover Road to the south~~. A footway PROW (ES10) crosses the site from the north east to ~~the south-west~~. **A second PROW (ES8) runs along the south western boundary.**

### Site Context

3.203 The site lies on the edge of the town's built area. There is residential development to the north **and open farmland to the south**, ~~south east and, beyond the Woodnesborough Road, to the north~~. Sandwich Junior School lies **further** to the **south east**. ~~and there is farmland to the west and south west~~. Access to the primary road network is through residential roads. ~~Dover Road has been closed at the far western end due to highway safety reasons and can only be accessed from Deal Road to the east.~~

3.204 ~~Although~~**As the site is close to does not abut European designated nature conservation sites, it is within 2 km, there could be in combination recreational impacts with other development sites in the District **(please see Mitigation Strategy in Annex 1)**.**

### Proposed Development

3.205 Any ~~proposal~~ planning application should be sympathetic to the transitional context of the location on the ~~due to its rural fringe location~~. It is considered that development in this area would not have an unduly detrimental impact on the wider landscape but the transition from the town to the countryside is an important consideration in any design. In order to provide this, any ~~proposal~~**application** should include landscaping along the **south western and south eastern boundaries**~~boundary~~ and retain any existing hedgerows and vegetation. Development would also need to ~~consider~~**ensure** the retention or relocation of the allotment gardens that form part of the site.

3.206 Whilst the size of the site would be capable of accommodating a greater number of dwellings, the scale of development has been limited to ~~100~~**120** dwellings due to highway limitations. Vehicular access to the site should be from a single access onto Woodnesborough Road to the north of the site with an emergency access from St Bart's Road. ~~Dover Road, to the south, is unsuitable for any new road access due to the narrowing road and poor junction onto Deal Road. If it can be demonstrated that there is a solution to the access and wider road network issues, then there may be an opportunity to increase the housing numbers on the site. A pedestrian and cycle connection should be established from the Kumar Nursery access onto Dover Road to improve connectivity to the local schools.~~

3.207~~The potential impact of proposed development should be assessed and a mitigation strategy developed aimed at reducing pressure on European designated nature conservation sites. The~~**A combination of the scale of the development and the proximity of the site to European designated nature conservation sites means that any planning application will have to develop a strategy should**



~~consider~~**with** a range of measures and initiatives **such as including** the provision of **informal** open space **or walking routes (leading to wider PROWs)** within the development.

3.208 As the site is in multiple ownership it should be planned comprehensively. If it is implemented incrementally, each stage must demonstrate that it will not prejudice the implementation of the remainder.

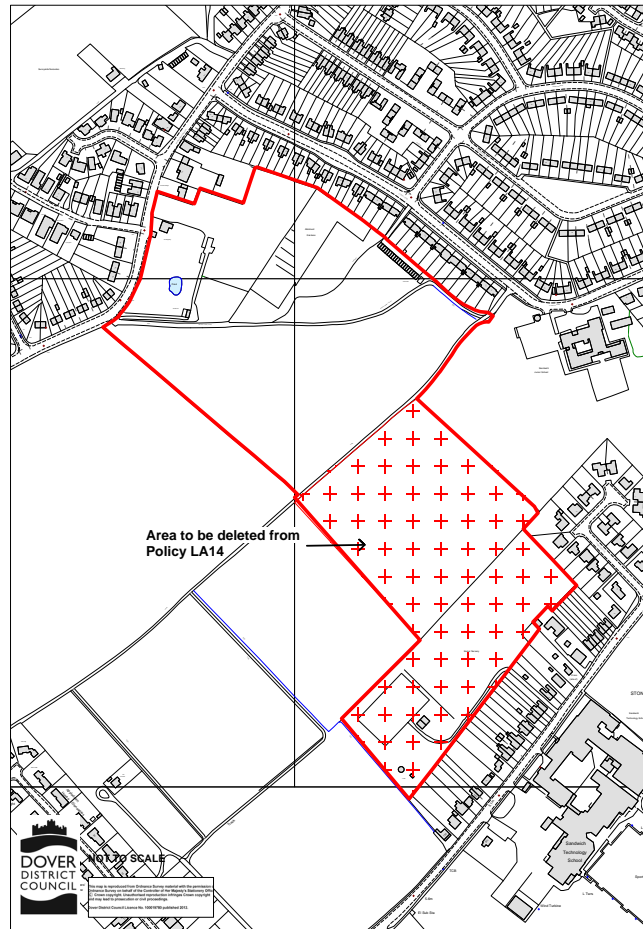
3.209 The overall size of the site and its location on the edge of the countryside provide the opportunity to offer a range of dwellings that would improve the housing offer in Sandwich. These could range from lower density, larger family homes to higher density, smaller units. The starting point for any proposal would be the mix identified in the Strategic Housing Market Assessment.

## Policy LA14

### **Land to the south west of St Bart's Road including Kumar Nursery, Sandwich**

The site is allocated for residential development with an estimated capacity of ~~400~~**120** dwellings. Planning permission will be permitted provided that:

- i. development proposals are sensitive to the adjacent rural landscape and reflect the spatial and rural characteristics of adjacent landforms and development;
- ii. there is a comprehensive approach to development **of the whole site**;
- iii. a mitigation strategy to address any impact on the Thanet Coast and Sandwich Bay Ramsar and SPA sites and Sandwich Bay SAC site is developed. The strategy should consider a range of measures and initiatives;
- iv. landscaping is provided along the **south western and south eastern boundaries**~~boundary~~ in order to provide a suitable transition to the countryside;
- v. existing boundary hedgerows and vegetation are retained;
- vi. the allotments are retained or relocated; and
- vii. vehicular access to the site is from Woodnesborough Road with an emergency access from St Bart's Road.



Revised Map 3.23

## Land adjacent to the Sandwich Technology School, Deal Road

**3.2** Policy LA16 allocated a 3.47ha site on the southern edge of the town for 80 dwellings. Map 3.25 (Appendix 3) identified the area of land allocated for development.

### Proposed Change

Amend paragraphs 3.218 - 3.225 as set out below.

Delete Figure 3.10 'Opportunities and Constraints' and reference to the landscaping buffer along Deal Road

Reduce the area of land that has been allocated for residential development (Map 3.25) and the number of dwellings that can be accommodated on this site from 80 to 60 dwellings.

Amend Figure 3.9 to reflect change of site boundary

### Justification for Change

This change is in response to representations from the landowner of the allocated site and from the Sandwich Sports and Leisure Centre Trust. The Trust operates and manages a publicly accessible sport centre that is located within the grounds of the Sandwich Technology School. The Trust is seeking, at some stage in the future, to expand its facilities and it has been in discussions with the neighbouring landowner. The changes proposed would reduce the size of the allocation, remove the requirement for a large landscape buffer and leave land available for any expansion plans for the Centre. If an application was submitted, it would be assessed and determined against general development plan policies and any material considerations.

The capacity of the site has been reduced from approximately 80 to 60 dwellings to take into consideration the reduction in the site area.

The Council wishes to facilitate expansion of the leisure centre and therefore proposes the change.

### Site Location and Characteristics

3.218 The ~~3.47~~**1.94** ha, irregular shaped site is located on the southern edge of the town. It consists of a flat agricultural field and associated farm buildings, with an established hedgerow around the boundary. **An irrigation main runs across the site from Dover Road to Deal Road.** The existing vehicular access is from Dover Road.

### Site Context

3.219 The site ~~lies in a particularly prominent site~~ **is located** on Deal Road, **which is** one of the main routes into Sandwich. The site is on the edge of the town and the surrounding uses reflect this rural/urban transition. Sandwich Technology School is to the west of the site and there are residential dwellings, fronting Dover Road, along the northern boundary and to the north east. There is a farm shop to the east and open countryside to the south east. There are three listed buildings located on Dover Road and the boundary of these properties abut the site. The junction with Dover Road and Deal Road has a history of crashes and **Dover Road is not, therefore,** considered suitable ~~for~~ **to serve** further development.

3.220 Although the site does not abut European designated nature conservation sites, it is within 2 km and there could be in combination recreational impacts with other development sites in this part of the District.

### Proposed Development

3.221 The site is located on the edge of the historic town so any development will, therefore, have to take into account and address the transition from the rural open character to the town. ~~and ensure that any~~ **Any development should** create a 'soft' edge **by reducing the density and create a looser grain along Deal Road frontage.** ~~Figure 3.10 sets out the main issues to be addressed.~~ **In order to reduce the visual impact of the proposed development additional landscaping along Deal Road within the boundary of the site should be created to soften the impact of the built form. Vehicular access should be off Deal Road, which would require removal of part of the existing hedge to provide suitable sight lines.**

~~3.222 Any development should be set back from Deal Road (starting at approximately 30 metres from the road at the western end reducing gradually eastwards) to allow landscaping to be introduced along the frontage of the development. This would help to provide a 'soft edge' and create an attractive entrance to the historic town.~~ **The irrigation main, which runs across the site serves farmland to the east, will also need to be retained and incorporated into any development proposals.**

3.223 The potential impact of proposed development on the European designated nature conservation sites should be assessed and a mitigation strategy developed aimed at reducing pressure on them. The strategy should consider a range of measures and initiatives **(please see Mitigation Strategy in Annex 1)** . ~~The landscaping element of the site should also be considered within this context.~~

3.224 ~~Vehicular access to the site should be from Deal Road with an emergency access onto Dover Road to enable development over fifty dwellings and~~ **Measures should also be incorporated into any planning application to ensure improved improve** cycling and pedestrian connectivity between the two roads. Frontage

development along Dover Road would be acceptable but vehicle access **to those properties should** ~~would not and this would be~~ from Deal Road. Figure 3.10 illustrates the main issues:

3.225 The overall size of the site and its location on the edge of the countryside provide the opportunity to offer a range of dwellings that would improve the housing offer in Sandwich. These could range from lower density, larger family homes to higher density, smaller units. The starting point for any proposal would be the mix identified in the SHMA. **The estimated capacity for the site (based on thirty dwellings per hectare) is 60 dwellings but this may have to be reduced due to constraints on the site (such as the irrigation main and a reduction of the density of development along the frontage with Deal Road).**

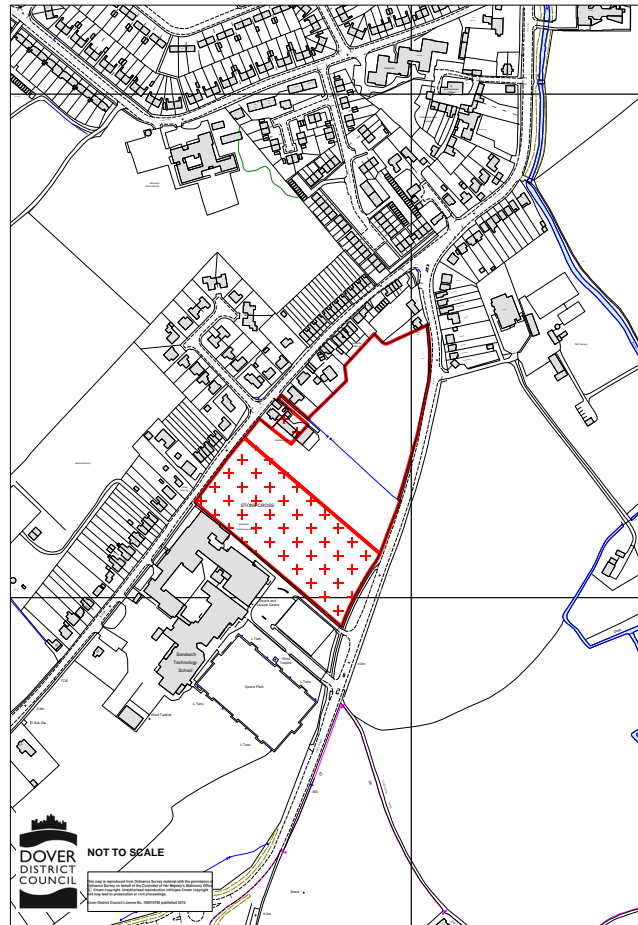
**Delete Figure 3.10 Opportunities and Constraints. Deal Road, Sandwich.**

### Policy LA16

#### Land adjacent to the Sandwich Technology School, Deal Road, Sandwich

The site is allocated for residential development with an estimated capacity of ~~80~~ **up to 60** dwellings. Planning permission will be permitted provided that:

- i. ~~development proposals, especially those along the road frontage, respect and reflect the urban/rural location~~ **the transition from countryside to urban is retained by ensuring that development is of a lower density and looser grain along the frontage on Deal Road;**
- ii. existing hedgerows are retained ~~(apart from along the frontage of Dover Road)~~, unless removal is shown to be necessary to provide sight lines for access;
- iii. ~~a landscaping buffer is provided along Deal Road;~~ **The existing irrigation main is incorporated into the development;**
- iv. a mitigation strategy to address any impact on the Thanet Coast and Sandwich Bay Ramsar and SPA sites and Sandwich Bay SAC site is developed. The strategy should consider a range of measures and initiatives; and
- v. vehicular access to the site is from Deal Road with an emergency access onto Dover Road.



Revised Map 3.25

**Amend Figure 3.9 Diagram illustrating allocated sites in Sandwich**



Amended Figure 3.9

### New Convenience Retail Provision in Sandwich

**3.3** Policy LA17 allocates a 0.68 Ha site located just to the south of the town centre of Sandwich (the Guildhall car park) to meet the needs for new convenience retail provision in Sandwich. Map 3.22 (Appendix 3) identifies the area of land allocated for development.

**Proposed Change**

Delete paragraphs 3.229 - 3.240, Policy LA17 and Map 3.22

Insert new text and a revised Policy LA17

**Justification for Change**

This follows a representation that has been received from the owner of part of the Guildhall car park (Trustees for Sandwich Toll Bridge Fund) that states that this part of the site would not be made available for development. Other representations have been received although the fundamental reason for this proposed change is the deliverability of this site.

The Council has published a site sequential assessment alongside this Addendum. Paragraph 23 of the NPPF is very clear that if sufficient town centre or edge of centre sites cannot be identified, the Council should set policies for meeting the identified needs in other accessible locations that are well connected to the town centre. Given that the Council's site sequential assessment has not identified a suitable and viable town centre or edge of centre site that could accommodate a new convenience store in Sandwich the supporting paragraphs and Policy LA7 are proposed to be replaced with a criteria based policy in accordance with the requirements of the NPPF.

~~3.229 The Retail Update (2012) has indicated that there is a quantitative need for 2,400m<sup>2</sup> additional provision of convenience goods in the Deal/Sandwich trade area with most of the potential for additional convenience floorspace in Sandwich where it would help to raise the retention rate of expenditure. The NPPF recognises that town centres are at the heart of communities and Plans should allocate a range of suitable sites to meet the scale and type of retail development needed.~~

~~3.230 The tight historic grain of Sandwich town centre does not readily provide opportunities for larger retail provision. A suitable site to accommodate the need for additional convenience provision has, however, been identified and allocated in this Plan on the edge of the designated town centre.~~

~~3.231 The objective of the allocation is to provide further choice and range in Sandwich to claw-back leakage in a way that complements the town centre. The edge-of-centre location reflects the need to ensure that the town's vitality and viability benefits from the development by encouraging linked trips.~~

**~~Site Location and Characteristics~~**

~~3.232 The 0.68ha site is located just to the south of the town centre of Sandwich. It is irregular in shape and is flat. The site was used as a cattle market and now consists primarily of an open air car park together with public toilets (to the north) and a Doctor's surgery (to the west). The Sandwich Parking Strategy (2007) has indicated~~



that the car park operates at an average of 70% occupancy. There are three trees on the site, one located on the northern edge of the site and two close to the Doctor's surgery. The access to the site is from Cattle Market. This road runs along the northern and eastern boundaries of the site.

### **Site Context**

3.233 The site is within the Sandwich Walled Town Conservation Area, to the south of the town centre. This is a very prominent and sensitive part of the town with a large number of listed buildings to the west, north and east of the site. The existing car park and landscaping are not in keeping with the listed buildings. The Town Wall, a designated Scheduled Monument, lies to the south of the site and is connected to the site by a footway. The surrounding buildings display a wide variety of ages, styles and designs, however, the use of traditional materials and detailing help to give the area a coherent character and appearance.

3.234 There is a variety of uses that surround the site and these reflect the central location within the town. They include a commercial garage, the Guildhall (a Town Council building encompassing public and private function rooms, a museum and a tourist information office), public house and residential properties. The residential properties along Cattle Market, to the east, overlook the site. There is protected open space along the line of the Historic Town Wall to the south of the site. A modern convenience retail store lies slightly further away to the north west, and a market square with public houses, takeaways, small shops and a bank, further to the north beyond the the Guildhall.

### **Proposed Development**

3.235 In recognition of the site's sensitive location, any proposals will need to demonstrate that the urban design reinforces local distinctiveness. The approach towards the design of this site will need to ensure that:

- it is informed and takes fully into account a detailed analysis of the constraints and opportunities covering the whole of the site and adjoining properties and land;
- secondary uses are investigated which may help to ameliorate and screen the visual impact of the building and integrate it with the existing urban form;
- the design, orientation and positioning of the retail unit and any landscaping do not detract from the appearance, character and setting of any of the heritage assets and the existing built form;
- any development responds to the local character, identity and the historic nature of Sandwich in terms of scale, materials, detailing and roofscape; and
- new development promotes legibility, natural surveillance and way finding to the town centre, to the north, and to the historic Town Wall, to the south.

~~3.236 Any planning application will need to be accompanied by a Transport Assessment that focuses in particular on a car parking study that demonstrates the impact of developing a convenience store on this site on town centre car parking provision whilst ensuring that there is sufficient car parking for the store. Allied to this, any development will need to include improvements to the public realm within the site boundary through the use of hard and soft landscaping to ensure that the setting of the heritage assets are enhanced and the impact of the proposed building are reduced. There is the opportunity to create a public space, possibly a square, overlooked by the neighbouring residential properties and the new development. It is envisaged that this public space would still be used as a car park but it could be enhanced through tree planting. This would also help soften the impact of the development on the street scene, Listed Buildings and Conservation Area.~~

~~3.237 The Doctor's surgery has been included within the site to extend the options for development layout and orientation although alternatively, the development could be positioned around the existing surgery. The District Council's preference would be to incorporate the Doctor's surgery into the proposed development. If not it would need to be demonstrated that the Doctor's surgery could be relocated to an equally accessible location that would enable linked trips to the town centre.~~

~~3.238 Any planning application will also need to give detailed consideration to access for delivery vehicles and the location of the service yard in terms of the residential amenity of nearby properties on Cattle Market and the potential impact on the heritage assets. It may be necessary to realign the corner of Cattle Market to ensure larger vehicles can turn safely. The footway, to the south of the site, leading to the Town Wall, must be retained.~~

~~3.239 The site is likely to contain nationally important archaeological remains. Archaeological desk-based assessment and field evaluation works may be required to inform any future development proposal.~~

~~3.240 Based on the site characteristics it is likely that around 1,400m<sup>2</sup> of convenience floorspace provision could be provided on this site.~~

**Policy LA17****~~New Convenience Retail at Guildhall Car Park~~**

~~The site is allocated for new convenience retail provision. Planning permission will be permitted provided that proposals:~~

- ~~i. respond appropriately to the local character, identity and the historic nature of Sandwich;~~
- ~~ii. demonstrate that the orientation of buildings and landscaping maintains and encourage pedestrian linkages to the town centre and to the historic Town Wall;~~
- ~~iii. include a demonstration of how car parking arrangements would adequately support both the store and town centre;~~
- ~~iv. do not result in substantial harm to archaeological remains of the highest significance; and~~
- ~~iv. demonstrate the access arrangements and the service yard are located in a position that protects the residential amenity of neighbouring properties and the heritage assets.~~

Delete Map 3.22 in Appendix 3 "Area allocated for new convenience store in Sandwich"

**New Convenience Retail Provision in Sandwich**

**3.4** The Dover District Retail Update (2012) has indicated that there is a quantitative need over the Plan period for around 2,400m<sup>2</sup> gross of additional convenience goods retail floorspace in the Deal/Sandwich trade area. The Council considers that there is potential to increase the quantity and quality of convenience floorspace provision in Sandwich to help broaden the range and choice to the benefit of its local catchment population, whilst also helping to strengthen the role of Sandwich in the settlement hierarchy. New floorspace of an appropriate scale in a location that is well connected to the town centre would help to increase the 'claw back' and retention of shoppers and expenditure from the 2012 position.

**3.5** The NPPF recognises that town centres are at the heart of communities and that Plans should allocate suitable site for main town centre uses to meet the scale and type of retail development that is needed. If sufficient town centre or edge of centre sites cannot be identified or viable town centre sites are not available, the Council should set policies for meeting the identified need in other accessible locations that are well connected to the town centre.

**3.6** The tight historic grain of Sandwich town centre does not readily provide opportunities for larger retail provision. An assessment has been carried out to identify whether there are any suitable and viable sites within the town centre and edge of centre locations for the provision of a small to medium sized supermarket. No such sites have been identified. The Plan, therefore, sets out a criteria based policy against which any planning applications will be judged.

**3.7** Any planning application will need to take fully into account a detailed assessment of the constraints and opportunities covering the whole of the site and its context. It will need to be demonstrated that the design, orientation and positioning of the retail unit and any landscaping do not detract from the appearance, character and setting of any heritage assets and the existing built form. In order to reinforce local distinctiveness, consideration should be given to the use of local materials and details. The new development should also include measures that promote legibility, natural surveillance and way finding to the town centre.

**3.8** Detailed consideration will need to be given in any planning application to access for delivery vehicles and the location of the service yard in terms of the residential amenity of any nearby properties.

**3.9** Given the archaeological importance of Sandwich, any site is likely to contain nationally important archaeological remains. Archaeological desk-based assessment and field evaluation works may be required to inform any future development proposal.

**Revised Policy LA17****New Convenience Retail Provision in Sandwich**

**Planning permission for new convenience provision in Sandwich will be permitted provided that proposals:**

- i. follow the sequential approach for main town centre uses as set out in the National Planning Policy Framework;**
- ii. include an assessment of the impact of the proposed development on Sandwich town centre and any other relevant town centres, relating to the scale and the type of development proposed in compliance with the National Planning Policy Framework;**
- iii. demonstrate that the site is in an accessible location and well connected to the town centre that would encourage people to walk, cycle and use public transport, in order to maximise the benefits of linked trips;**
- iv. respond to the local character, identity, the historic assets and setting of Sandwich;**
- v. the visual impact of any car parking is reduced by a combination of its location and appropriate landscaping; and**
- vi. demonstrate the access arrangements and the service yard are located in a position that protects the residential amenity.**



## 4 Villages

### Preston

The Land Allocations Pre-Submission Local Plan currently does not allocate any sites in the village of Preston for residential development. A site has, however, been identified through representations on the Plan that the Council considers suitable for residential development.

#### Proposed change

Allocate land off Court Lane, Preston for residential development, as set out below.

Insert a Map, in Appendix 3 (Land Allocation Plans), to show the boundary of the residential allocation.

#### Justification for Change

The proposed change responds to a representation from Preston Parish Council which identified two sites that it considered were suitable for residential development. The Council has carried out a detailed assessment and concluded that one site, land opposite Court Lane Cottages, is suitable for residential development (25 dwellings). The reasons for not pursuing other sites are set out in an Evidence Base document published alongside this Addendum.

**4.1** Preston is located in the north west of the District, approximately two miles north of Wingham. The village consists primarily of linear development along The Street, although this branches off along Forstal Road, Court Lane, Longmete Road and Grove Road. The Parish has a population of 690 people (2007 estimate) and 280 dwellings (2001 Census).

**4.2** The settlement has a number of services and facilities including a village hall, primary school, a church, playing field, public house, village shop, butchers and a farm shop. Preston Nursery is located outside of the settlement confines, to the north east of the village. A large storage and haulier, Salvatori, is located to the north west of Preston outside the settlement confines.

**4.3** The village has two conservation areas, one centred on The Street: this includes a number of Listed Buildings. The other is based around the St. Mildred's Church and encompasses the buildings of Preston Court.

**4.4** A site at Court Lane has been identified for residential development which, based on its location and characteristics, could provide approximately 25 dwellings.

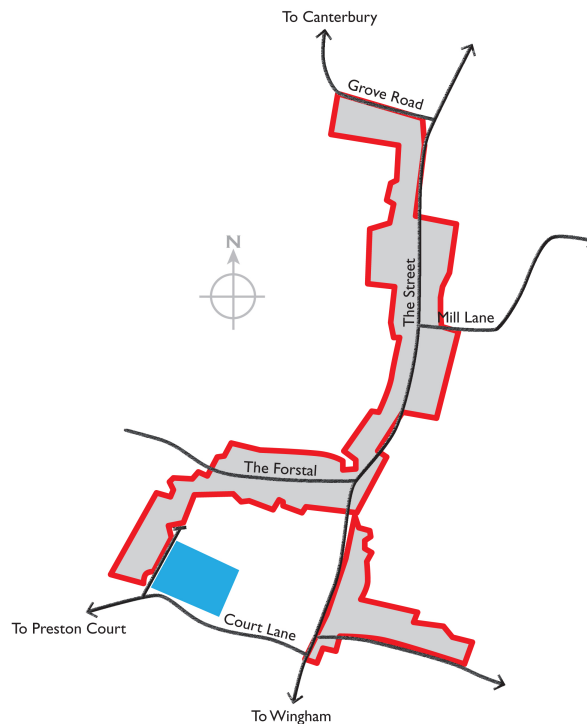


Figure 4.1 Diagram illustrating allocated site in Preston

## Land at Court Lane, Preston

### Site Location and Characteristics

**4.5** The 1.15 ha site is located at the south west end of Preston. The site is roughly rectangular in shape and comprises agricultural land. Trees are located in the south western corner of the site, and telephone lines run across part of the site.

### Site Context

**4.6** The site lies on the edge of the built form of the village where residential development is of a lower density and loose grain. The site is bounded by hedgerows. Immediately to the north west, outside the site boundary, is a pumping station. Court Lane Cottages are located to the west, and these are within the settlement confines. To the north lies garden land, and to the south and east undeveloped agricultural land.

**4.7** Preston Court Conservation Area is located, approximately 150 metres, to the south west. The main facilities in the village, the village shop and the Primary School, are located some distance to the north of the site. Safe, but indirect, pedestrian connectivity from the site to the village centre can be achieved by using PROWs EE154, EE153 and EE142 (see figure 4.2).



## Proposed Development

**4.8** The site is suitable for residential development, which should reflect the existing spatial character while taking opportunities to improve design standards. Proposals should include frontage development to the entire length of Court Lane, including fronting Court Lane Cottages. To reduce the impact on the nearby Conservation Area development should be loose grain incorporating landscaping. The layout of development should carefully consider the spacing of dwellings, with reference to the existing residential development at 'The Forstal', and should reinforce this loose character of the existing settlement. To maintain views through of the wider countryside, large blocks of built form, such as flatted development or long terraces, should be avoided.

**4.9** Vehicular access to the site should only be via the southern portion of Court Lane. The existing hedgerow should be retained, unless removal of a short length is shown to be necessary to provide a vehicular access to the site. The western, cul-de-sac, portion of Court Lane should be for pedestrian access only whilst retaining the existing hedgerow.

**4.10** Improvements need to be agreed by KCC Highways at the junction where PROW EE142 meets The Street (adjacent to the village shop) and on The Street to the north of The Forstal. These improvements would enable safe pedestrian connectivity to the main facilities in the village. Improvements to PROW EE154, which connects Court Lane to The Forstal, comprising maintenance and upgrade to enable necessary available width shall be agreed with KCC. The diagram below sets out existing PROWs and indicates the three key areas for pedestrian safety improvements.

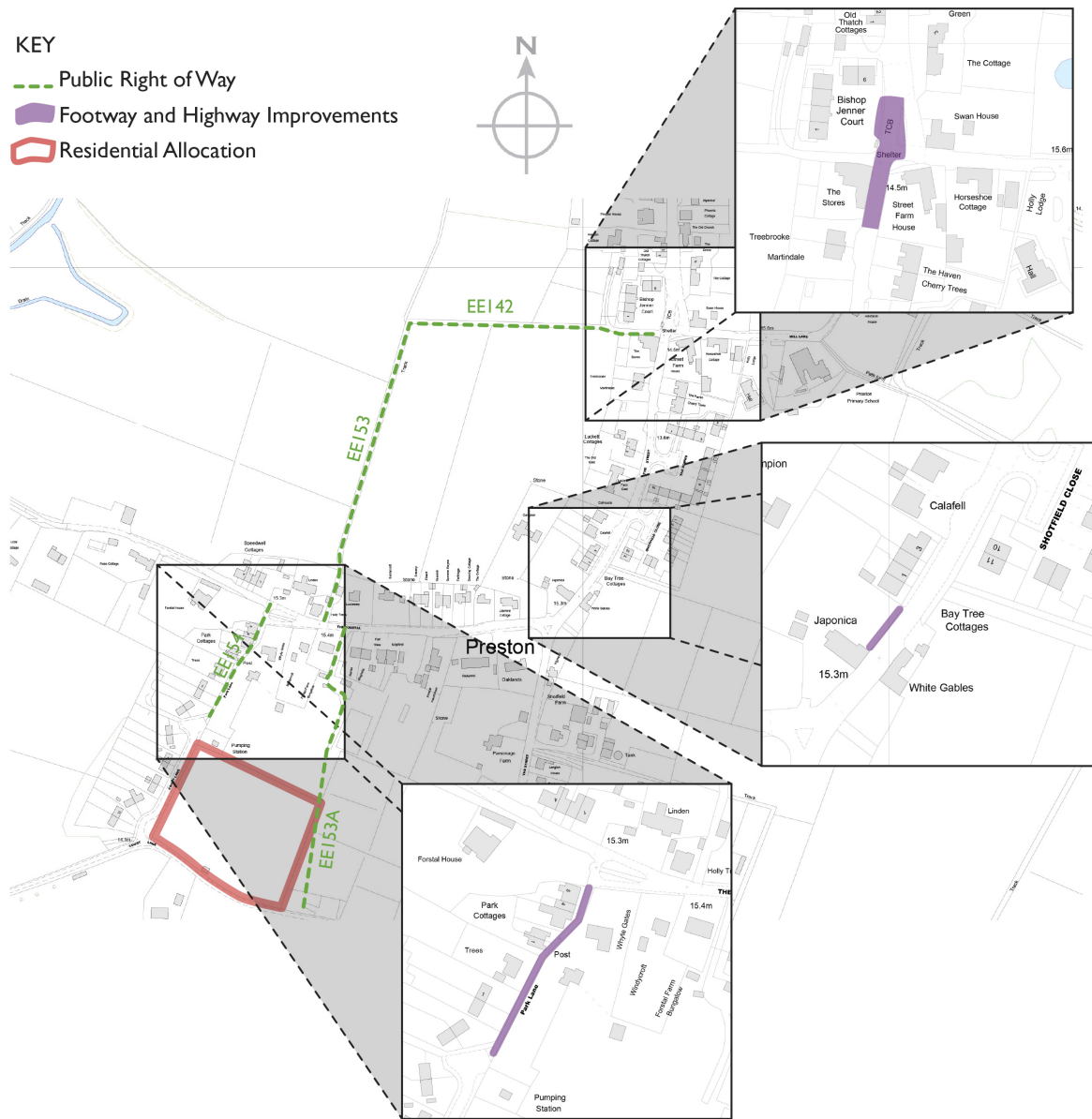


Figure 4.2 Key areas for pedestrian safety improvements

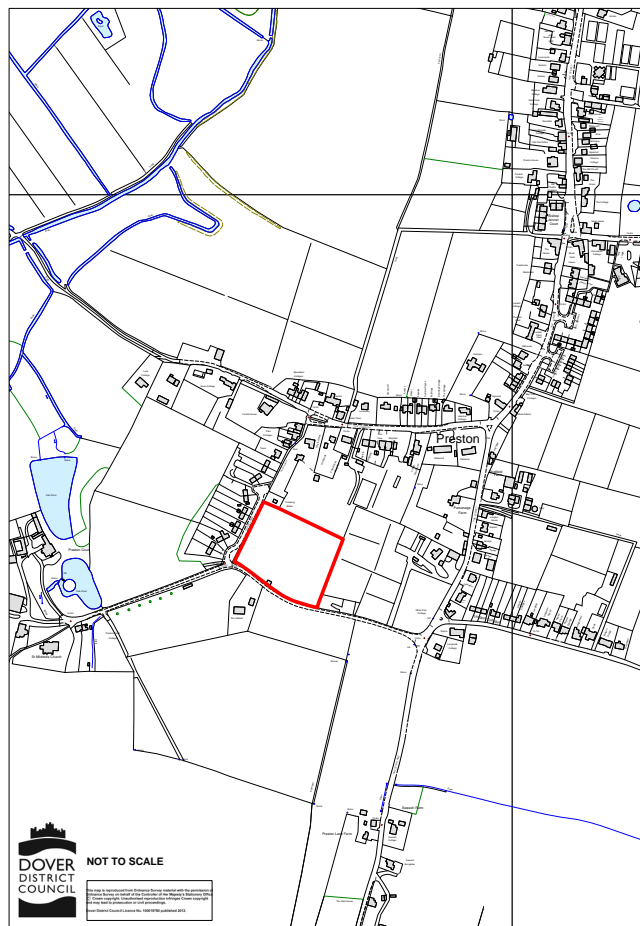
**4.11** The size of the site and its location on the edge of the village provides the opportunity to offer a range of dwellings that would improve the housing offer in Preston. The starting point for any proposal would be the mix identified in the SHMA but there is an opportunity to provide larger, lower density, family dwellings along the frontage to Court Lane.

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### Land at Court Lane, Preston

The site is allocated for residential development with an estimated capacity of 25 dwellings. Planning permission will be permitted provided that:

- i. development proposals are sensitive to the adjacent rural landscape and Conservation Area and reflect the spatial and rural characteristics of adjacent development;
- ii. development fronts Court Lane to the south and west;
- iii. footway connections are established to the west, whilst retaining the existing hedgerow, to connect to the existing network (PROW EE154);
- iv. highway improvements to enhance pedestrian safety should be submitted and agreed with the Council as part of any planning application; and
- v. vehicular access is achieved onto Court Lane (the southern section) which is designed to minimise the loss of the existing hedgerow.



Map 3.60 Proposed site at Preston





## Annex 1 Development Management Guidance and Policy

### Thanet Coast and Sandwich Bay SPA and Ramsar Mitigation Strategy

The Plan's Habitat Regulations Assessment identified its housing allocations would be likely to cause significant recreational effects on the Thanet Coast/ Sandwich Bay sections of the Thanet Coast and Sandwich Bay SPA and Ramsar sites. A mitigation strategy has been devised to prevent such effects arising and needs to be included as an integral part of the Land Allocations Local Plan.

#### Proposed change

Include Development Management Guidance after paragraph 1.19 in Annex 1, together with the addition of references to this guidance in supporting text, as set out below.

Insert two new paragraphs after paragraph 2.31 in Chapter 2 under the heading 'Green Infrastructure, Open Space and Play Standards'

#### Justification for Change

To ensure that the mitigation strategy is an integral part of the Plan: To formalise the approach for securing a financial contribution to the strategic mitigation strategy for the recreational pressure of new housing on the SPA as set out in the 'Thanet Coast and Sandwich Bay SPA and Ramsar Mitigation Strategy', dated October 2012 and referred to in the HRA/AA of the Land Allocations Local Plan (December 2012).

**Chapter 2 Sustainable Development (insert two new paragraphs under the heading 'Green Infrastructure, Open Space and Play Standards')**

**2.32** It is apparent from an ongoing visitor disturbance study at Pegwell Bay (Thanet District) and Sandwich Bay (Dover District) that recreational impacts are having an adverse impact on the species for which the SPA (Special Protection Area) has been designated. The major concern is that of disturbance to over-wintering birds, particularly their ability to feed and, consequently, adverse effects on their breeding performance. The issue of potential impacts from new housing across Dover District on the SPA was first identified in the Dover District Core Strategy Habitats Regulation Assessment (HRA). Since that time Dover District Council has been working with developers to devise a strategic mitigation strategy for the recreational pressure of new housing on the SPA. This will be the principal tool through which impacts on the SPA are controlled and avoided. Further details of this strategy together with guidance for planning applications for smaller sites are contained in Annex 1.

**2.33** For developments requiring EIA, project-level HRA will be required in order to confirm any site specific details that may trigger a requirement for additional measures, notwithstanding the requirement to contribute to the Strategic Mitigation Strategy. Where an allocated site within this Plan needs to undertake this further level of investigation a criterion is included within the site-specific Policy.

Annex 1 'Development Management Guidance and Policy' (insert new text after paragraph 1.19)

**1.20** It is a requirement of the EU 'Habitats Directive' 1992 (hereafter referred to as the Habitats Directive) (1) and the Conservation of Habitats and Species Regulations 2010 that 'land use plans' (including local authority Local Development Frameworks (LDFs)) are subject to an 'Appropriate Assessment' (AA) if it is likely that they will lead to significant adverse effects on a Natura 2000 site (Special Areas of Conservation (SACs), and Special Protection Areas (SPAs)). As a matter of UK Government policy Ramsar sites (2), candidate Special Areas of Conservation (cSAC) and proposed Special Protection Areas (pSPA) are given equivalent status. These protected sites are collectively referred to as 'European sites' - see Kent Landscape Information System (KLIS) website for further information.

**1.21** The Habitats Directive applies the precautionary principle to protected areas; plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the site(s) in question. The HRA of this Plan concluded that, due to the existence of the Thanet Coast and Sandwich Bay SPA and Ramsar Mitigation Strategy and the requirement for all new dwellings to contribute to that Strategy to deliver enhanced management of the SPA, the scale of development set out in this Plan will not lead to an adverse effect on the integrity of Thanet Coast & Sandwich Bay SPA, either alone or in combination with other projects and plans.

**1.22** Full details of the Mitigation Strategy are contained within 'Thanet Coast and Sandwich Bay SPA and Ramsar Mitigation Strategy' and is available on the Council's website at [www.dover.gov.uk](http://www.dover.gov.uk)

**1.23** The purpose is to avoid potential impacts brought about by demographic changes, rather than ameliorate pre-existing impacts. However, a strategy that may have coincidental effects on existing impacts would produce an overall benefit. Wardening, for instance, should, by its very nature, reduce existing as well as new impacts.

**The mitigation strategy comprises four elements:**

- 1. The ability, if necessary, to draw on funding, via a bond, to support wardening at Sandwich Bay for a period up to 10 years.**
- 2. Monitoring of potential impacts associated with Dover development to identify if and when such wardening (1) or other mitigation (4) is required;**
- 3. Contribution to the Pegwell Bay and Sandwich Bay Disturbance Study to complement (2), provide weighting for different forms of disturbance and thus direct the role of wardening (1).**
- 4. To use the monitoring (2) to identify lesser sources of development-related disturbance and to draw on the relevant development contributions for mitigation of such.**

**Financial contributions will address the cumulative 'in combination' impact of the smaller developments allocated for development in this Plan. For developments requiring EIA, project-level HRA will be required in order to confirm any site specific details that may trigger a requirement for additional measures, notwithstanding the requirement to contribute to the Strategic Mitigation Strategy. Guidance at 2013 values indicates that costs range from £16.50 for a 1 bed dwelling to £66 for a 4 bed dwelling.**