



www.deal.gov.uk

Deal Town Council, Town Hall, High Street, Deal, Kent CT14 6TR,

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To all Councillors: You are hereby summoned to attend a meeting of Full Council at Deal Town Hall on Tuesday 29 November 2022 at 7.15pm to transact the business shown on the agenda below.

Members of the public and press are welcome to attend

Any member of the public may submit a written statement of no more than 500 words relating to any item on this agenda. These must be received by 10am on Monday 28 November 2022 by email to deal.town.council@deal.gov.uk or post to the above address. These statements will be circulated to all present at the meeting and become part of the public record of the meeting, names will be redacted.

Paul Bone – Deputy Town Clerk

Date: 23 November 2022

AGENDA

1	Chairman's opening remarks:	Chairman
2	Apologies for absence received:	Deputy Town Clerk
3	Declarations of interest: To receive any declarations of interest from Members in respect of business to be transacted on the agenda.	Attach. 1
4	The minutes of the Full Council meeting held on Tuesday 25 October 2022 for approval: Decision required.	Attach. 2
5	Public Participation and Statements received: For Councillor information: Members of the public may make representations, answer questions, and give evidence at the meeting in respect of the business on the agenda. This shall not exceed 15 minutes.	Deputy Town Clerk
6	Lists of payments: List of payments made between 1 st October 2022 to 31 st October 2022 including list of individual payments exceeding £500 for approval and signing: Decision required	Attach. 3
7	Update from Deal Speaking up Group: Decision required	Attach. 4
8	Update on Deal Town Bus Services: Decision required	Attach. 5
9	Dover District Local Plan Regulation 19: Decisions required	Attach. 6
10	Budget & Precept 2023/24: i) Budget 2023/24: Decision required ii) Precept 2023/24: Decision required	Attach. 7 Attach. 8
11	Mayoral Engagements: Information to note.	Attach. 9
12	Holocaust Memorial Day: Decision required	Attach. 10
13	Climate change learning day	Attach. 11
14	Committee Minutes: Information to note. The minutes of the Planning committee meeting held on 3 rd October 2022 The minutes of the Finance & General Purposes committee meeting held on 11 th October 2022	Attach. 12 Attach. 13
	Date of next Full Council meeting: 31st January 2023	

Disclosable Pecuniary Interest (DPI)

Where a Member has a new or registered DPI in a matter under consideration they must disclose that they have an interest and, unless the Monitoring Officer has agreed in advance that the DPI is a 'Sensitive Interest', explain the nature of that interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a DPI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation permitting them to do so. If during the consideration of any item a Member becomes aware that they have a DPI in the matter they should declare the interest immediately and, subject to any dispensations, withdraw from the meeting.

Other Significant Interest (OSI)

Where a Member is declaring an OSI they must also disclose the interest and explain the nature of the interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a OSI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation to do so or the meeting is one at which members of the public are permitted to speak for the purpose of making representations, answering questions or giving evidence relating to the matter. In the latter case, the Member may only participate on the same basis as a member of the public and cannot participate in any discussion of, or vote taken on, the matter and must withdraw from the meeting in accordance with the Council's procedure rules.

Voluntary Announcement of Other Interests (VAOI)

Where a Member does not have either a DPI or OSI but is of the opinion that for transparency reasons alone s/he should make an announcement in respect of a matter under consideration, they can make a VAOI. A Member declaring a VAOI may still remain at the meeting and vote on the matter under consideration.

Note to the Code:

Situations in which a Member may wish to make a VAOI include membership of outside bodies that have made representations on agenda items; where a Member knows a person involved, but does not have a close association with that person; or where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position. It should be emphasised that an effect on the financial position of a Member, relative, close associate, employer, etc OR an application made by a Member, relative, close associate, employer, etc would both probably constitute either an OSI or in some cases a DPI.

Deal Town Council, Town Hall, High Street, Deal, Kent CT14 6TR

The Minutes of the Full Council meeting held at the Town Hall on Tuesday 25th October 2022 at 7.15pm.

Present: Cllr C Turner (Chairman) Cllr S Beer (Vice-Chairman)
 Cllr B Bano Cllr A Friend
 Cllr T Grist Cllr T Bond
 Cllr S Carlyle Cllr C Oliver
 Cllr D Cronk Cllr E Rowbotham

Officers: Mr P Bone (Deputy Town Clerk) Other: 1 Member of public
 Miss J Harper (Asst. to the Town Clerk)

MINUTES

1	Chairman's opening remarks: The Chairman welcomed everyone to the meeting and read the fire evacuation procedures. The Chairman invited Cllr B Bano to address members on the recently passing of ex Cllr Sally Pollitt and said that she will be sorely missed.	Chairman
2	Apologies for absence: Cllr A Stroud, Cllr O Richardson, Cllr A Farrington, T Thompson and Cllr M Eddy.	
3	Declarations of interest: Cllr A Friend declared a VAOI for item 9, attach 6 as he is a member of the Royal British Legion.	
4	The minutes of the Full Council meeting held on Tuesday 27 September 2022 for approval Members RESOLVED: To accept the minutes of the Full Council meeting held on Tuesday 27 th September 2022 as a true and accurate record. (P)AF (S)DC. 9 for, 1 abstention. The Chairman duly signed the minutes.	Chairman
5	Public participation and Statements received: None received.	
6	Withdrawal of Deal Town Bus Services: Following discussion Members RESOLVED: Cllr Bano to reach out to the surrounding/neighbouring towns and parishes to investigate and lobby together, KCC and Stagecoach to agree a solution to ensure at least a minimal level of service is maintained. (P)CO (S)SB. All agreed.	Cllr B Bano
7	List of Payments: List of payments made between 1 st September 2022 to 30 th September including list of individual payments exceeding £500 for approval and signing: Members RESOLVED: To note the list of payments made between 1 st September 2022 to 30 th September including list of individual payments exceeding £500 for approval and signing: (P)AF (S)SB. All Agreed.	
8	Carbon Audit- Governance: Following discussion Cllr C Oliver proposed that the Council auditors for "Carbon Neutral Governance" shall be the Environment Committee. (P)CO (S)ER. 3 For, 5 Against, 2 Abstentions. Motion failed. Following further discussion Members RESOLVED: That the Council auditors for "Carbon Neutral Governance" shall be the Chair of the Finance & General Purposes Committee and the Chair of the Environment Committee. (P)DC (S)SB. 6 For, 2 Against, 2 Abstentions. Cllr C Oliver requested that her vote against the decision was recorded. Motion carried.	Chairs of F&GP and Environment
9	Royal British Legion - Remembrance Day: Members RESOLVED to accept the following recommendations: That Deal Town Council acknowledges that the Remembrance Day event organised by the RBL in Deal is being organised on behalf of Deal Town Council.	

	<p>That in acknowledgement of the event being organised on behalf of Deal Town Council, the Council agrees to print both the Remembrance Day event and Armistice Day service sheets without the need to apply to Council each year.</p> <p>That in acknowledgement of the event being organised on behalf of Deal Town Council, the Council agrees to provide a budget of up to £250 to cover reasonable associated costs such as the hire of a PA system and that authority is delegated to the RFO to reimburse RBL such expenses from the agreed budget.</p> <p>That this arrangement is reviewed in 2024</p> <p>(P)BB (S)DC. 7 For, 3 Abstentions. Motion carried.</p>	Officers/RFO
10	<p>Council Representative: Deal St Omer Twinning: Following discussion to appoint a replacement representative for the Deal/St Omer Twinning Association, Cllr E Rowbotham proposed to appoint a replacement representative for the Deal/St Omer Twinning Association as per the agenda recommendation, this was seconded by Cllr Oliver.</p> <p>An amendment was proposed by Cllr Beer RESOLVED To appoint a named substitute for the Deal/St Omer Twinning Association (P)SB (S)BB. 6 For, 3 Against, 1 Abstention. Motion carried.</p> <p>Members further voted on the nominees:</p> <p>Proposed Cllr M Eddy (P)CO (S)SC. 2 For, 5 Against. 3 Abstentions.</p> <p>Proposed Cllr A Friend (P)AF (S)ER. 5 For, 4 Against, 1 Abstention.</p> <p>Cllr A Friend was duly elected as the substitute representative for the Deal/St Omer Twinning Association.</p>	<p>Cllr S Beer</p> <p>Cllr A Friend</p>
11	<p>Mayoral Engagements: Members RESOLVED: To note the list of Mayoral engagements. (P)AF (S)DC. All agreed. Cllr Ben Bano thanked the Mayor and Officers for an extremely enjoyable occasion for Charter Day</p>	
12	<p>Committee Minutes: Members RESOLVED: To note the following:</p> <p>The minutes of the Environment committee meeting held on 24th August 2022. (P)DC (S)AF All Agreed.</p> <p>The minutes of the Planning committee meeting held on 5th September 2022. (P)DC (S)AF. All Agreed.</p> <p>The minutes of the Finance & General Purposes committee meeting committee meeting held on 19th July 2022. (P)DC (S)AF. All Agreed.</p>	
	<p>The Chairman closed the meeting at 8.17pm.</p>	

Nat West Combined A/C's

List of Payments made between 01/10/2022 and 31/10/2022

Date Paid	Payee Name	Amount Paid	Transaction Detail
04/10/2022	STALLHOLDERS	£ 300.00	REFUND OF BRADERIE
04/10/2022	STALLHOLDER	£ 25.00	REF OF U/C HIRE
05/10/2022	RYAN ROGERS GARDEN	£ 116.00	ALLOT MAINTENANCE MR
05/10/2022	RYAN ROGERS GARDEN	£ 118.00	ALLOT MAINTENANCE PA
05/10/2022	RYAN ROGERS GARDEN	£ 116.00	ALLOT MAINTENANCE GR
06/10/2022	VODAFONE BUSINESS	£ 89.99	STAFF WORK MOBILES TH
06/10/2022	SHOGUN VEHICLE LEASING	£ 24.00	OFFICIAL CAR ROAD FUND LICENCE
07/10/2022	VIKING OFFICE DEPOT	£ 231.83	STATIONERY TOWN HALL
10/10/2022	HIPPERSON LIMITED	£ 720.00	MAYORS PARLOUR WORKS
11/10/2022	GLOBAL4 TELECOM	£ 173.60	LAND LINE TOWN HALL
11/10/2022	PLUSNET	£ 48.07	INTERNET TOWN HALL
12/10/2022	CAPITA BUSINESS SERVICES	£ 510.53	PAYROLL SERVICES 3 MONTHS
12/10/2022	LONDON CONTAINERS	£ 142.42	HIRE OF STORAGE CONT AT TIDES
12/10/2022	MARC- ONE SECURITY	£ 100.80	SAT MKT SECURITY
12/10/2022	DEPUTY TOWN SERGEANT	£ 22.25	EXPENSES
13/10/2022	WALKER HIGHWAYS	£ 600.00	ROAD CLOSURES SAT MKT
17/10/2022	HIPPERSON LIMITED	£ 114.00	REPAIR TAPS IN TH KITCHEN
17/10/2022	SHOLDEN VILLAGE STORE	£ 166.80	DEAL ST OMER TWINNING GOLF DAY
17/10/2022	MARC- ONE SECURITY	£ 168.00	SAT MKT SECURITY
17/10/2022	PPLPRS LTD MUSIC LICENCE	£ 195.79	MUSIC LICENCE TH
17/10/2022	SHOGUN VEHICLE LEASING	£ 39.00	MOT OFFICIAL CAR
17/10/2022	NATWEST CHARGES	£ 71.80	NATWEST CHARGES
18/10/2022	ROYAL MAIL	£ 315.60	FREEPOST LICENCE TH
18/10/2022	RYAN ROGERS GARDEN	£ 1,044.00	CUTTING MR HEDGE
18/10/2022	CAPITA	£ 5,558.27	PENSION PYMTS
19/10/2022	WORLDPAY (UK)LIMITED	£ 78.13	VIC CARD MACHINE
19/10/2022	DOVER DISTRICT COUNCIL	£ 973.00	BUSINESS RATES OCT 2022 TH
19/10/2022	CAPITA	£ 16,148.90	STAFF SALARIES OCT 22
21/10/2022	SUSAN M PLEDGER	£ 50.00	REFUND OF BRADERIE PYMT
21/10/2022	CAPITA	£ 5,072.26	PAYE STAFF
24/10/2022	MARC- ONE SECURITY	£ 168.00	SAT MKT SECURITY
24/10/2022	CHARTER TRUSTEES OF THE	£ 45.00	HORNBY HOBBIES VISIT CIVIC
24/10/2022	BUSINESS STREAM SCOTTISH	£ 82.00	OCT 2022 WATER BILL FOR GR ALL
26/10/2022	CHANNEL FM	£ 717.47	TOWN HALL CLEANING
26/10/2022	ADM COMPUTER SERVICES	£ 432.71	WATCHGUARD SUPPORT
26/10/2022	KENT COUNTY COUNCIL	£ 3,645.57	PEDESTRIAN ZONE
27/10/2022	KALC	£ 120.00	TRAINING
27/10/2022	DEPUTY MAYOR EXPENSES	£ 16.65	MILEAGE CIVIC EVENT
28/10/2022	ST GEORGES PAROCHIAL	£ 250.00	WARM WELCOME
28/10/2022	NORTH DEAL COMMUNITY	£ 300.00	WARM WELCOME
28/10/2022	SATCO GENERAL INCOME	£ 500.00	WARM WELCOME
28/10/2022	ADM COMPUTER SERVICES	£ 846.11	COMPUTER SUPPORT TH
28/10/2022	WALKER HIGHWAYS	£ 1,200.00	ROAD CLOSURE SAT MKT
28/10/2022	TOTAL SUPPLIES	£ 65.18	BLUE ROLLS AND BLACK SACKS TH
28/10/2022	LEAPS AND BOUNDS	£ 150.00	WARM WELCOME
28/10/2022	TRINITY CHURCH DEAL	£ 150.00	WARM WELCOME
28/10/2022	PITNEY BOWES	£ 100.00	POSTAGE TOP UP
		£ 42,122.73	

List of Payments over £500 made between 01/10/2022 and 31/10/2022

Date Paid	Payee Name	Amount Paid	Transaction Detail
10/10/2022	HIPPERSON LIMITED	£ 720.00	MAYORS PARLOUR WORKS
12/10/2022	CAPITA BUSINESS SERVICES	£ 510.53	PAYROLL SERVICES 3 MONTHS
13/10/2022	WALKER HIGHWAYS	£ 600.00	ROAD CLOSURES SAT MKT
18/10/2022	RYAN ROGERS GARDEN	£ 1,044.00	CUTTING MR HEDGE
18/10/2022	CAPITA	£ 5,558.27	PENSION PYMTS
19/10/2022	DOVER DISTRICT COUNCIL	£ 973.00	BUSINESS RATES OCT 2022 TH
19/10/2022	CAPITA	£ 16,148.90	STAFF SALARIES OCT 22
21/10/2022	CAPITA	£ 5,072.26	PAYE STAFF
26/10/2022	CHANNEL FM	£ 717.47	TOWN HALL CLEANING
26/10/2022	KENT COUNTY COUNCIL	£ 3,645.57	PEDESTRIAN ZONE
28/10/2022	SATCO GENERAL INCOME	£ 500.00	WARM WELCOME
28/10/2022	ADM COMPUTER SERVICES	£ 846.11	COMPUTER SUPPORT TH
28/10/2022	WALKER HIGHWAYS	£ 1,200.00	ROAD CLOSURE SAT MKT
		£ 37,536.11	

DEAL TOWN COUNCIL

Attach. 4

MEMORANDUM

To: Cllr C Turner, Chairman of Deal Town Council
All Members
From: Cllr B Bano
Date: 22nd November 2022
Subject: Report from Deal Speaking up Group

Since the last meeting of the Council there have been two issues of concern which have been raised, First the difficulties in accessing accessible taxis seem to have become more pronounced over the last six months.

Taxi firms are committed to school contracts which means that for substantial parts of the day, people in wheelchairs are unable to access taxis suitable for their needs. Cllr Helen Williams has agreed to contact the Licencing Department at Dover District Council to ascertain ways in which accessible taxis can be made more readily available.

The other issue of concern is the lack of accessible play equipment in North Deal. This particularly affects children with disabilities who would benefit from accessible play equipment. The Speaking Up Group will be taking this up further with DDC.

Recommendation:

To Note the report

DEAL TOWN COUNCIL

Attach. 5

MEMORANDUM

To: Cllr C Turner, Chairman of Deal Town Council
All Members
From: Cllr B Bano
Date: 22nd November 2022
Subject: Deal & Walmer Bus Forum

Members will be aware that Stagecoach had proposed to withdraw all the Deal town bus services from the end of October 2022. At the Full Council meeting held on Tuesday 25th October 2022 cuts to the bus services 82, 82A, 83, 84 and 90 in Deal and the surrounding areas were discussed.

At that meeting, Members RESOLVED: *Cllr Bano to reach out to the surrounding/neighbouring towns and parishes to investigate and lobby both KCC and Stagecoach to agree a solution to ensure at least a minimal level of service is maintained.*

Members will be aware that Stagecoach had proposed to withdraw all Deal Town bus services from the end of October. At a very late-stage Kent County Council agreed to subsidise routes 82 and 82A which has enabled the service to run every 90 minutes. The 84 bus route has also been reinstated with a limited number of off peak bus services to Sandown. Unfortunately, it took a while for the timetables to be uploaded onto the Stagecoach site hence there was little public knowledge of the new services.

It is possible that the late decision of Kent County Council followed extensive lobbying draws into focus the need for consultation with a wider group of stakeholders - this could both look at local need and promote local bus services more effectively. For this reason, a local Deal and Walmer bus forum might be a useful next step.

Recommendation:

To task the Transport and Infrastructure Committee with drawing up proposals, including terms of reference for a local Deal and Walmer bus forum.

Decision Required:

Members to consider the above recommendation.

DEAL TOWN COUNCIL MEMORANDUM

To: Cllr C Turner, Chairman of Deal Town Council
All Members
From: Paul Bone – Deputy Town Clerk
Date: 22nd November 2022
Subject: Dover District Local Plan Regulation 19

DDC have now released their Dover District Local Plan Regulation 19 consultation.

This consultation closes on 9th December 2022

In March 2021 Deal Town Council submitted a response to the Dover District Local Plan Regulation 18 consultation that was agreed by Full Council on 10th March 2021.

Prior to this, the Council's Committees were assigned key areas to report on for consideration on plus adding any other comments they felt should be included from other sections.

The table below shows the distribution of these sections:

District Plan Aspect	DTC Committee
Environment	Environment
New Homes	Planning
Transport and Infrastructure	Transport and Infrastructure
Employment and the Local Economy	Full Council
Retail and Town Centres	Full Council
Design	Planning
The Natural Environment	Environment
The Historic Environment	Planning

The Planning Committee, Environment Committee and the Transport & Infrastructure Committee have all been asked to review the Regulation 19 Consultation and provide reports on the same areas as they did for the Regulation 18 consultation to the Deputy Town Clerk for inclusion in this agenda item.

These reports have been collated and are attached to the agenda item.

All DTC members are now asked that before the Full Council Meeting on Tuesday 29th November, they look at two aspects that were previously assigned to Full Council for comment, these being: 'Employment and the Local Economy ' and 'Retail and Town Centres'

For this purpose, please find attached a copy of the final submission by Full Council to DDC (**Attach 6a**)

A full copy of the Regulation 19 document can be seen on the DDC website at [Dover District Local Plan Regulation 19 Submission Document Oct 2022](#)

Also attached are:

- A list of the main changes since the Regulation 18 draft was released. (**Attach 6b**)
- A Summary of Site allocations by settlement including changes since Reg 18 (**Attach 6c**)
- Collated response from the T&I committee/members (**Attach 6d**)
- Collated response from the Environment committee/members (**Attach 6e**)
- Response from Cllr Turner on behalf of the Planning Committee (**Attach 6f**)

Recommendation:

Members to review all the documents and agree the final response from DTC that is to be submitted to DDC in relation to the Dover District Local Plan Regulation 19 consultation.

Decision Required:

Members to agree the final response from DTC that is to be submitted to DDC in relation to the Dover District Local Plan Regulation 19 consultation.

Dover District Local Plan – Regulation 18 Draft

Deal Town Council responses

Section 5: Environment

Strategic Policy 1: Planning for Climate Change

DTC Environment Committee comment: *To accept this policy with the amendment: Ensuring that development is designed to reduce vulnerability to, and provide resilience from, the impacts arising from a changing climate, whilst not increasing greenhouse gas emissions; and to recommend that include explicit reference be made in Strategic Policy 1 to the Climate Emergency that DDC have declared, giving a firm commitment to - rather than 'ambition to' or 'intention of' - delivering a Carbon Neutral district by 2050*

DM Policy 1: Reducing Carbon Emissions

DTC Environment Committee comment: *To require all new homes to be built to achieve net zero carbon. Where it can be demonstrated this cannot be delivered on-site, developers would then be expected to pay into a carbon off-set fund. This fund would be administered by the Council; and, to require new non-residential development to be built to achieve net zero carbon. Where it can be demonstrated this cannot be delivered on-site, developers would then be expected to pay into a carbon off-set fund.*

DM Policy 2: Sustainable Design and Construction

DTC Environment Committee comment: *Members welcome the Sustainable Design and Construction Policy.*

DM Policy 3: Renewable and Low Carbon Energy

DTC Environment Committee comment: *To recommend that DDC map the areas within the Dover District that would be potentially suitable to deliver renewable and low carbon energy schemes.*

DM Policy 4: Sustainable Travel 3

DTC Environment Committee comment: *Members welcome the DM Policy 4 with an addition to D: For all other types of residential, commercial, industrial and retail developments provide one electric car charging point for every 10 parking spaces provided, with cabling infrastructure capable of at least doubling this to meet future need*

DTC Transport & Infrastructure Committee comment: *We welcome the DM Policy 4 with an addition to D: For all other types of residential, commercial, industrial and retail developments provide one electric car charging point for every 10 parking spaces provided, with cabling infrastructure capable of at least doubling this to meet future need. [Drafting Note this comment was put forward by Environment Committee]*

In addition we would like to add the following points:

- *Flexible ticketing arrangements to allow people to travel within East Kent and one combined travel ticket like an Oyster style card which allows and facilitates the transferability from buses to trains and vice versa and thus increased public transport use*
- *Retain high speed train direct high-speed train links to London and to resist the emergence of Thanet Parkway as the high speed rail hub at the expense of Deal on the Dover Walmer Deal Sandwich Ramsgate line.*
- *Encourage greater rail usage between Walmer Deal Sandwich in order to try and reduce number of journeys made by car*
- *Investigation of delivery of electric buses and responsive bus services and seek to improve bus services connecting with railway services and also connecting with Dover, Canterbury, Sandwich and Ramsgate*
- *Explore the possibility of park park and ride scheme (s) to alleviate traffic congestion and improve air quality in Deal*

- Introduce a Twenty's Plenty traffic calming speed limit in the Deal urban area and ensure that road improvements are combined with focus and encouragement to reduce dependence on car usage
- Provide more electric charging points in Deal particularly in the new build housing groups but also in the town centre, sea front etc
- Explore the possibility of boat services between Margate, Ramsgate, Deal and Dover so as to encourage tourism.
- Ensure bus services that link to the sports and leisure complex at Whitfield from Deal and Walmer and Sandwich
- Support for the development of the White Cliffs Community Rail Partnership in order to encourage more train travel, revive our local economy through Green tourism and encourage people to leave their motor vehicles at home.

Deal Town Council has a good record of local sustainable transport initiatives and we are determined and willing to be a full partner in activity with both DDC and KCC in developing and delivering sustainable travel for the good of people's health and well-being and the environment.

We delivered a Cycle Friendly Deal project and thought out schemes to promote enhance and safeguard the experiences of cyclists and pedestrians in Deal and our surroundings.

Improvements to the Deal station using funds obtained from the Access for All programme putting forward a detailed vision for Deal Rail station as an integrated transport hub.

We have promoted comprehensive Making Walking and Cycling irresistible plan to improve and develop the active and safe travel routes.

Our work on rural connectivity encouraging the development and use of cycle network between Deal and our neighbouring villages.

We will put time and resources into these projects but we would encourage DDC to match this input and work in genuine partnership rather than treating us as an irrelevance or nuisance.

DM Policy 4 (c) could be strengthened to read: "Be readily accessible by sustainable transport modes through the provision of high-quality, **engineered**, safe and direct walking and cycling routes within the permeable site layout.." This would make clear that cycle ways, for example, should be more than a painted line on the road surface.

DM Policy 4 could also be improved by the following final statement: "The Council will safeguard **and enhance** the rights of way network and other cycle and walking routes from developments that would **otherwise** compromise their use."

DM Policy 5: Water Efficiency

DTC Environment Committee comment: The Water for Sustainable Growth Study 2017 correctly asserts that as Dover District is one of the most water scarce areas in the UK, it is appropriate to introduce higher standards than Building Regulations. We recommend that grey water recycling and rainwater harvesting systems be a requirement in new developments. If recycled properly, greywater can save approximately 70 litres of potable water per person per day in domestic households. These systems are best installed as a new build project or when undergoing major regenerations to a house. (<https://www.thegreenage.co.uk/tech/rainwater-harvesting/>)

DM Policy 6: Flood Risk

DTC Environment Committee comment: We feel that DM policies 6 & 7 must be made much stronger. Consideration ought to be given to the area-wide cumulative impact of existing and planned developments, in addition to the application under consideration.

DM Policy 7: Surface Water Management

DTC Environment Committee comment: We feel that DM policies 6 & 7 must be made much stronger. Consideration ought to be given to the area-wide cumulative impact of existing and planned developments, in addition to the application under consideration.

DM Policy 8: Coastal Change Management Areas

DM Policy 9: Tree Planting and Protection

DTC Environment Committee comment: *We consider this policy not to go far enough and that it must be much stronger. To recommend the following additions be made to the Policy;*

- b) "trees should normally be native species, or appropriate sustainable non-native alternatives, appropriate to Kent's expected climatic conditions, sourced in the UK from an appropriate biosecure source" (there is the new "plant healthy" biosecurity sourcing scheme for tree nurseries launched in 2020.)*
- c) "an appropriate contribution could be charged at the KCC Highways prevailing standard rates, currently £250 in verges and £500 in paved areas."*
- d) "...and any dying or dead trees replaced for a 10 year period after completion of the development."*
- e) "....in the interests of amenity, biodiversity and ecosystem services. DDC will set out its own enhanced criteria for making TPOs, to cover biodiversity and ecosystem services as well as amenity value."*

Additional bullet point to be placed here: "DDC to provide appropriate staffing and resources to sustainably and effectively deliver this policy"

h) suspected typo - replace "(f) and (e)" with "(f) and (g)"

New planting should not normally be considered as an acceptable means by which to mitigate the felling of mature trees, and mature trees should be retained wherever possible. The carbon sequestration benefits, and other amenity value of mature trees must be protected, whether under a formal Tree Preservation Order or not.

There is a focus in the preamble to the policy on trees to be planted and retained within gardens. Council policy should be focussed on public trees as community assets rather than those in private ownership. However, where retaining mature trees on-site requires this to be within a garden of a new development, such trees should then be protected by the making of Tree Preservation Orders.

There should be a presumption that new development will not normally result in the felling of any mature trees of good quality. In addition to the trees per dwelling and jobs there should be a requirement that new developments be tree-lined – planting for the benefit of future generations, but also shrubs and hedgerows for immediate carbon sequestration and amenity impact. [Hedges sequester carbon both in woody growth above ground and in roots, leaf litter and other soil organic matter at and below ground level. In addition, hedges across slopes capture eroding soil and can increase soil organic carbon for up to 60m uphill.]
(<http://www.hedgeline.org.uk/index.php?news=17#:~:text=Hedges%20sequester%20carbon%20both%20in,for%20up%20to%2060m%20uphill.>)

Developments where tree planting cannot be provided on-site should not normally be considered.

The provision that where trees cannot be provided on-site 'a contribution can be made towards the Council's Tree Planting Strategy' should be removed. This is unacceptably vague and there is no published DDC Tree Planting Strategy. A thorough mapping exercise of local tree cover in the District and a comprehensive strategy to increase it should be developed and published.

Section 6: New Homes

Strategic Policy 2: Housing Growth

DTC Planning Committee comment: *The Committee supports this policy*

Strategic Policy 3: Residential Windfall Development

DTC Planning Committee comment: *The Committee supports this policy*

Strategic Policy 4: Whitfield Urban Expansion

DTC Planning Committee comment: *The Committee supports this policy*

Strategic Policy 5: North Aylesham

DTC Planning Committee comment: *The Committee supports this policy*

Strategic Policy 6: South Aylesham

DTC Planning Committee comment: *The Committee supports this policy*

Strategic Policy 7: Eythorne and Elvington Local Centre

DTC Planning Committee comment: *The Committee supports this policy*

Site Allocation Policy 1: Non-Strategic Housing Allocations

DTC Planning Committee comment: *The Committee supports this policy*

Site Allocation Policy 2: Land to the south of Alkham Valley Road / Land to the rear of The Meadows, Alkham

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 10: Gypsy and Traveller Site Intensification

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 11: Type and Mix of Housing

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 12: Affordable Housing

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 13: Rural Local Needs Housing

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 14: Gypsy and Traveller Windfall Accommodation

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 15: Self Build and Custom House Building

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 16: Residential Extensions and Annexes

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 17: Houses in Multiple Occupation

DTC Planning Committee comment: *The Committee supports this policy*

Additional comments on this section from DTC Planning Committee:

Planning for new homes

6.18 Provide objectively assessed needs for housing – agree that this is an acceptable position.

6.20 Constraining factors for planning for more than the baseline housing growth – agree with all of them, especially “the capacity of existing infrastructure”.

6.21 Agree completely!

6.24 Agree- preferred option.

Nowhere is there a mention of the council designing and delivering its own house building programme. There must be scope to tackle the housing issue by planning for council building, especially on those suitable sites not favoured by developers. So far too much is left to the “free market” in house building.

The delivery of an effective Infrastructure Delivery Plan is absolutely crucial to achieving appropriate housing growth.

DEA008 and DEAO20 sites at Cross Road fail to take account of the issues related to sewerage and drainage that impact on other areas of the town.

WAL002 would have a very negative impact in the local environment and especially on the Local AONB.

Section 7: Employment and the Local Economy

Strategic Policy 8: Economic Growth

Full Council to comment:

Strategic Policy 9: Employment Allocations

Full Council to comment:

DM Policy 18: New Employment Development

Full Council to comment:

DM Policy 19: Retention of Existing Employment Sites

Full Council to comment:

DM Policy 20: Loss or Re-development of Employment Sites and Premises

Full Council to comment:

DM Policy 21: Home Working

Full Council to comment:

DM Policy 22: Conversion or Re-build of Rural Buildings for Economic Development Purposes

Full Council to comment:

DM Policy 23: New Employment Premises in the Countryside

Full Council to comment:

DM Policy 24: Tourism and Tourist/Visitor Accommodation

Full Council to comment:

DTC Transport & Infrastructure Committee comment: *Again much of the stated intentions here are fine in terms of the words on the page.*

Three successive National lock downs have really hit Deal hard as the number of visitors has fallen to all time lows. This has had an adverse knock-on effect on the various businesses in the town including restaurants and catering, pubs, our few hotels etc, the theatre, shops and hairdressers.

Has there been any effective measurement of the impact of tourism's contribution to the local economy as suggested in para 7. 76 which refers to increasing the tourism contribution. How do you intend to quantify this impact?

In Paragraph 7. 77 how exactly are we going to swim against the rising tide of AirBnB DIY type visitor accommodation. No new hotels have opened in Deal and in fact we have lost hotel capacity. Is all of this just wishful thinking. How will we incentivise new hotels etc?

The White Cliffs Community Rail Partnership (WCCRP) was established in 2020 and it's disappointing that it's not mentioned in the tourism or the transport sections of the draft Local Plan.

This WCCRP is determined to play an important role in bringing key stakeholders together (including crucially local community groups) identifying and filling gaps, encouraging the use of railways, lobbying for improving services and station facilities. As well as seeking improved integration with other forms of public transport including bus services, and actively encouraging opportunities for cycling and walking . They will also be highlighting the cultural historical and beauty of the local natural environment and potential for visits which will then have positive economic side effect.

Deal and Walmer Castles tend to be overshadowed by the popularity of Dover Castle which is one of the most visited sites in England. More needs to be done to encourage trips to out to Deal and Walmer as the rich cultural and historical heritage of both places is worthy of being more widely appreciated.

Deal Town Council is doing its utmost to try and promote the town's attractiveness as a tourist destination ensuring that the benefits of this are passed on to the local community. But that also means ensuring that our visitors do not leave litter etc cause disruption or congestion. There is a balance to be struck here but one that the town council is happy to play its full part in achieving.

Additional comments from DTC Transport & Infrastructure Committee: Strategic Policy 8: Economic Growth

The statement contained in the strategic policy 8 economic growth box is difficult to argue with as it's anodyne and safe. But-what it is not saying is critical so here are a few additions.

The context of these aims is critical. All economic growth must be balanced by the need to nurture cherish and protect the environment and to tackle the effects of climate change.

We should be pursuing policies that embrace a green approach and taking proper account of the impact of carbon emissions in everything that we do including every bit of economic activity.

We must ensure there is joined up thinking and action rather than expedient headline grabbing measures which are neither sustainable or sufficiently socially or environmentally acceptable.

Attracting lots of jobs is desirable but they need to be well paid high quality jobs. Our local economy has too many low paid jobs and these are being subsidised as many workers are having to claim benefits from the Social Security system. This is the back door subsidy for some businesses are not and is not sustainable or fair.

We need to provide for people in their later years and encourage retirement volunteering and leisure time in order to make employment opportunities for those leaving school and university.

Dover District does have many areas of outstanding natural beauty a lot of history, a developing and varied cultural life and the coastal setting is without doubt a great asset. It is therefore essential that we do what we can to revive local businesses particularly in the tourism sector following the damage caused by the Covid pandemic and the choking off of demand and economic activity.

All of this will need to be done in the wake of Brexit which is likely to cause some investment funding to leave the UK and businesses to set up inside the European Union. We have yet to see the real implications of the

loss of GDP. These impacts will need to be closely monitored. We need to do all of our economic growth activity with an eye on impact on the environment.

There is a real economic challenge if the district declines further in terms of having well paid employment and instead continues to have to rely on the uncertain and often casual nature of jobs in the gig economy. This will exacerbate problems in an area that already suffers poor life expectancy and a general lack of prosperity.

In the meantime the pursuit of a better quality of life by some moving from London etc may well encourage more people to come and retire in Deal putting an additional great strain on the infrastructure and the limitations of our local job market i.e. shortages in key service industries like social care. It is therefore vital that investment in infrastructure needs to be made by central and local government with substantial contributions from the private sector.

We should be working in partnership with the Dover Harbour Board to ensure that it retains its important position as a key transactional gateway to the European Union and beyond.

Chapter 4, paragraphs 4.1 to 4.5 This chapter is very much motherhood and apple pie. There is nothing to disagree with in terms of what the Plan hopes to achieve, but there is little to inspire confidence in the ability of DDC to deliver it through the Local Plan.

Chapter 9, paragraphs 9.4 to 9.7, 9.13 to 9.16, 9.26 to 9.40, Strategic Policies (SP) 13 and 14, and DM Policy 29 It is not the Council's role to have regard to any planning application's financial viability. It is the responsibility of the applicant to have in place sufficient funding or access to sufficient funding in order to realise the project. It is the Council's responsibility to determine the use of the land and the conditions which make that use appropriate. Paragraph 9.30 should be re-written to signal the Council's intention to implement a CIL before the Plan has run a quarter of its projected course, and a further sentence should be added to SP13 stating that: **"The Council intends to introduce a Community Infrastructure Levy as soon as possible but before 2025 so that the council, developers and residents can more clearly understand the financial requirements of any agreed planning permission."**

In paragraphs 9.31 to 9.34 no consideration is given to the need for improvement highways linkages between the two principal roads entering Dover (the M20 and the A2) elsewhere in Kent, so that, if there is a blockage on one route traffic can be switched to the other thus avoiding build-ups of traffic. Nor is there any effective consideration of alternative transport routes crossing a dualled A2.

SP14, as its title suggests (Strategic Highways Infrastructure) makes no reference to the High Speed rail or to any other rail improvements. Rail is omitted from DM 4 (Sustainable Travel)

SP14 should be re-titled **"Strategic Transport Infrastructure"**. SP14 contains a sentence which is unclear – "Proportionate developer contributions will be sought from new development for which this mitigation may be necessary". It is unclear what "this mitigation" refers to in the immediately preceding sentence.

SP14 would benefit from the addition of the following: **"Proposals which assist in the provision of alternative transport modes across a dualled A2 will be encouraged. The Council will work with Highways England and Kent County Council to improve accessibility elsewhere in Kent between the two principal access routes to the Port of Dover, the M20 and the A2. The Council will work with partners to improve access to the local and High Speed rail network."**

Section 8: Retail and Town Centres

Strategic Policy 10: Quantity and Location of Retail Development

Full Council to comment:

Strategic Policy 11: Dover Town Centre

Full Council to comment:

Strategic Policy 12: Deal and Sandwich Town Centres

Full Council to comment:

DM Policy 25: Primary Shopping Areas

Full Council to comment:

DM Policy 26: Sequential Test and Impact Assessment

Full Council to comment:

DM Policy 27: Local Centres

Full Council to comment:

DM Policy 28: Shop Fronts

Full Council to comment:

Additional comments from DTC Transport & Infrastructure Committee: Strategic Policy 9 Employment Allocations.

A glaring omission from the list of sites in paragraph 75.1 that were allocated for business and employment purposes in our district is that there is nothing in Deal. In stark contrast Sandwich gets three bites of the cherry. Deal is an important town in the district with a population of over 25,000. It is essential that more is done to encourage employment in Deal beyond just tourism and service related industries.

Deal yet again appears to be the forgotten town. The DDC lack of ambition and vision for Deal compare to Sandwich is unacceptable.

Is Deal destined to be a sleepy backwater or will it be encouraged to thrive and be a vibrant centre of economic activity. Are we making the most of our assets?

We need to harness the energy and enthusiasm and talents of our local community.

If as is expected the limited job opportunities in Deal do not expand beyond retail, entertainment, catering, tourism which are all currently under pressure then it is essential that the workforce is able to travel to the centres that have been listed and beyond. This requires better improved public transport links.

Public Transport links to Whitfield and the Discovery Park, Industrial Estate and Ramsgate road site in Sandwich need improving as they are currently an impediment and require car journeys or very long waits for buses – as timetables are not joined up. A bus that links Dover to Ramsgate via Deal but extending beyond Sandwich and via the new Thanet Parkway station would be a really beneficial development.

Additional comments from DTC Planning Committee

This underestimates the social and economic tumult all town centres are facing. I support the need for a Retail and Town Centres Needs Assessment before the adoption of the draft Plan. I fully support the proposed extensions to the Town Centre boundary. I also support not permitting change of use to ground floor retail uses.

I welcome the recognition that the whole of Deal high street lies within a conservation area and that has implications for shop signage.

Section 9: Transport and Infrastructure

Strategic Policy 13: Infrastructure and Developer Contributions

DTC Transport & Infrastructure Committee comment: *It is not the Council's role to have regard to any planning application's financial viability. It is the responsibility of the applicant to have in place sufficient*

*funding or access to sufficient funding in order to realise the project. It is the Council's responsibility to determine the use of the land and the conditions which make that use appropriate. Paragraph 9.30 should be re-written to signal the Council's intention to implement a CIL before the Plan has run a quarter of its projected course, and a further sentence should be added to SP13 stating that: **"The Council intends to introduce a Community Infrastructure Levy as soon as possible but before 2025 so that the council, developers and residents can more clearly understand the financial requirements of any agreed planning permission."***

Strategic Policy 14: Strategic Highway Infrastructure

DTC Transport & Infrastructure Committee comment: *In paragraphs 9.31 to 9.34 no consideration is given to the need for improvement highways linkages between the two principal roads entering Dover (the M20 and the A2) elsewhere in Kent, so that, if there is a blockage on one route traffic can be switched to the other thus avoiding build-ups of traffic. Nor is there any effective consideration of alternative transport routes crossing a dualled A2.*

SP14, as its title suggests (Strategic Highways Infrastructure) makes no reference to the High Speed rail or to any other rail improvements. Rail is omitted from DM 4 (Sustainable Travel)

*SP14 should be re-titled **"Strategic Transport Infrastructure"**. SP14 contains a sentence which is unclear – "Proportionate developer contributions will be sought from new development for which this mitigation may be necessary". It is unclear what "this mitigation" refers to in the immediately preceding sentence.*

*SP14 would benefit from the addition of the following: **"Proposals which assist in the provision of alternative transport modes across a dualled A2 will be encouraged. The Council will work with Highways England and Kent County Council to improve accessibility elsewhere in Kent between the two principal access routes to the Port of Dover, the M20 and the A2. The Council will work with partners to improve access to the local and High Speed rail network."***

DM Policy 29: The Highway Network and Highway Safety

DTC Transport & Infrastructure Committee comment: *The reference to cumulative impacts is welcome, but this is qualified by the word "severe". Similarly, the policy talks of "significant traffic movements". Neither term is defined. Developments in any of the strategic or non-strategic housing allocations will give rise to "significant" traffic movements where those developments are larger than 15 units as the traffic generated will be cumulative to the existing traffic within the existing built area. It is proposed that the following wording replaces the final sentence in DM Policy 29, in order to clarify levels of significance or severity of increased traffic: **"A Travel Plan or Transport Assessment will be required for all residential developments of more than 15 units, the requirements of which will be secured by planning conditions, Section 106 agreement or through the Community Infrastructure Levy as is appropriate."***

DM Policy 30: Parking Provision on new Development

DTC Transport & Infrastructure Committee comment: *The wording in the text of the draft set out above although very well intentioned and worthy is rather ambiguous.*

However if we are serious about tackling climate change then we really must do something about reducing car journeys. Parking problems are a symptom of a much deeper malaise.

Put simply we need to demand a radical step change in behaviour whilst obtaining a substantial investment in public transport and infrastructure for this to work. Deal Town Council has been seeking to work with partners to achieve this aim. The motor vehicle lobby must be challenged.

We need to incentivise people out of their cars and onto bicycles and encourage much more walking.

Greater emphasis and effort needs to be given in supporting new developments with no car parking provision but this has to be done in tandem with educating and changing peoples attitudes and behaviour and improving pavements, roads and cycle path networks and delivering substantial investment in public transport is urgently needed.

However it must also be the case that great care and sensitivity is also required to ensure that the legitimate parking needs of people with disabilities are properly assessed and met.

The principal way to reduce parking and congestion caused by insufficient spaces on our roads is to provide affordable accessible responsive public transport. In addition as part of the overall drive to improve the health and well-being of our community we should encourage people to use their cars less and at the very least get people to review the need for more than one car per household whilst at the same time encouraging cycling and walking. This approach will also have a beneficial impact on environment.

We should also push car sharing more as well as the use of local taxi services as a way of avoiding dependence on car use.

We also need to invest in enforcement as nuisance parking causes congestion and contributes to the worsening of air quality if people have to drive around looking for parking spaces.

Deal Town Council would welcome being involved in the proposed consultation on the District's stated intention of updating its Parking Strategy.

DM Policy 31: Providing Open Space

DTC Transport & Infrastructure Committee comment: *The current conditions in which we live, where public movement is limited has highlighted that access to open spaces near to where you live is vital – it has proven benefits to peoples physical and mental health. It has been found that even just sitting outdoors for two hours a week can improve health and wellbeing and lower stress (Gilchrist, Natural England, 2019) and the risk of cardiovascular disease is lower in residential areas that have more green space (Blackmore et al., 2017)*

DM Policy 32: Playing Pitch Strategy

DTC Transport & Infrastructure Committee comment: *Is welcome however consideration should be given to the provision of other exercise facilities such as outdoor gyms, skateparks, and multi-use areas.*

DM Policy 33: Protection of Open Space

DTC Transport & Infrastructure Committee comment: *An ecological survey should be undertaken before any loss of open space is considered. If it is of high biodiversity of ecological importance loss of the space should not be permitted.*

Protection of tranquil areas should be added to this policy. Examples of such policy can be seen locally at Swale Borough Council – not only has tranquillity been proven to reduce stress, improve physical and mental health (CPRE,2006) it can also be economically beneficial for the local area with tranquillity being a major draw for tourists to the countryside (CPRE, 2006).

Open Space quantity standards

Open Space quantity standards should include "Desired quantity standards" as well as "Minimum Thresholds". This would allow developments to be benchmarked. These benchmarks should reflect Green Flag Award accreditation which sets standards for: A Welcoming Place, Health, Safety and Security, Maintenance and Cleanliness, Environmental Management, Biodiversity, Landscape and Heritage and Community Involvement. Consultants Knight Kavanagh & Page (KKP) are part of this accreditation scheme.

Biodiversity minimum area thresholds ("Desired quantity standards")

The natural & semi-natural greenspace typology is completely missing from the Knight Kavanagh & Page (KKP) recommended minimum area thresholds ("Desired quantity standards"). The needs and impact of quantitative and qualitative deficits of open space which relate to natural green space and biodiversity is well reported (Kowarik, Fischer and Kendal, 2020). Moreover, KKP are part of the Green Flag Award accreditation which stipulates management of spaces needs to include the Environmental Management of Biodiversity. Therefore, the recommended minimum area thresholds and desired quantity standards for natural & semi-natural greenspace should be included within the local plan if the plan is to be fit for purpose.

Green space fragmentation and Green Corridors

There is a great deal of scientific evidence that fragmentation and stratification of green spaces is detrimental to the health, wellbeing and biodiversity of communities (Aziz and Rasidi, 2014). Any robust and up-to-date local plan, which includes green infrastructure, should therefore reference how to overcome the detrimental effects of green space fragmentation.

A well-researched and widely adopted approach is to stipulate 'green corridors'. Green corridors are a strip of land established to enable the bridging between open spaces. Green corridors in urban areas can be defined as linear natural infrastructure, such as trees and plants, that link up other green and open spaces to form a green urban network. These networks include, but are not limited to Biodiversity corridors which provide habitat links, areas with continuous tree/shrub canopy and hedgerows that provide habitat for wildlife and "Greenways", sustainable transport and traffic-free routes that connect people and wildlife to open spaces and other destinations.

These networks provide both ecological services, such as habitats and resources for urban wildlife; whilst also providing services to urban populations such as mobility networks and access to green spaces through the provision of sustainable and active transport routes that link transport with mixed land use (residential, commercial, education, recreation etc) and open spaces. There is also an opportunity to produce specialist standards in this area.

Aziz, H. A. and Rasidi, M. H. (2014) 'The role of green corridors for wildlife conservation in urban landscape: A literature review', IOP Conference Series: Earth and Environmental Science, 18.

Kowarik, I., Fischer, L. K. and Kendal, D. (2020) 'Biodiversity Conservation and Sustainable Urban Development', Sustainability, 12(12)

DM Policy 34: Community Facilities

DTC Transport & Infrastructure Committee comment: *Is welcome – pleased to see the emphasis given to local communities identifies community assets and needs*

DM Policy 35: Digital Technology

DTC Transport & Infrastructure Committee comment: *The recent experience during the Covid pandemic crisis has demonstrated just how essential it is for all in the community to have full access to high quality, high standard accessible to all digital infrastructure. This is to support all current and developing forms of modern communication and digital technology and is absolutely critical for business, leisure, learning, health and other facilities.*

We must not allow a two tier system to develop which will exclude those on low incomes or limited educational attainment and consign them to a second class existence. We must also embrace thoroughly the particular needs of the disabled and our senior citizens. There must be a basic level and clear standard of digital provision as an underpinning minimum.

In recognising this it is also the case that there are many in our community that don't have access to computers, tablets and other technology etc nor do they want to. They feel uncomfortable with digital technology and in truth never will. All too often these people are left behind and this is unacceptable. We should ensure that there is face-to-face and telephone contact on key services particularly all public services but also for services provided by the private sector.

In addition to the points made in the green box under the DM Policy 35 we suggest penalties or other sanctions should be developed in the event of any attempt by developers to bypass or renege on the essential policy aim of providing high quality dependable accessible digital infrastructure.

Substantial investment is required by the government. We should return to the model whereby Government, on behalf of the community, owns the infrastructure whilst employing local businesses to carry out the necessary work. As such a high level of investment is required; the government is uniquely placed and can borrow cheaply at present to provide the funding required. However the benefit of this investment should be accrued by the community and not private shareholders beyond reasonable profits that are to be made by approved, recognised quality contractors.

Additional comments from DTC Planning Committee:

The consultation funded by DDC some years ago about the viability of a relief road to the north west of Deal showed that it was not viable without considerable devastation to the local environment. It would also cost in the region of £50 million because it was over flood plain and marshland.

Section 10: Design

Strategic Policy 15: Place Making

DTC Planning Committee comment: *It would be good to add something here supporting about radical ideas and solutions being incorporated into design - community composting, EV car sharing schemes, community energy generation. I know it mentions sustainability, but I feel there is too much focus on keeping things visually similar.*

DM Policy 36: Achieving High Quality Design

DTC Planning Committee comment: *Recommend the 'where appropriate' be removed at the end of g), so: g) 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.*

DM Policy 37: Quality of Residential Accommodation

Additional comments from DTC Planning Committee:

This a very welcome addition to the Local Plan not least the emphasis on local Design guides.

Section 11: The Natural Environment

Strategic Policy 16: Protecting the District's Hierarchy of Designated Environment Sites

DTC Environment Committee comment: *We consider that development where significant harm to locally identified biodiversity assets cannot be avoided, should not be permitted; and we recommend that the final paragraph of the policy be removed:*

'Where harm to designated sites cannot be avoided, appropriate mitigation will be required in line with a timetable to be agreed with the Local Authority. Normally any mitigation measures will be required to be on-site, unless special circumstances dictate that off-site mitigation is more appropriate. A financial contribution - in lieu of on-site mitigation - will only be considered in very exceptional circumstances and where it is demonstrated that the proposed mitigation is deliverable and effective.'

Strategic Policy 17: Green Infrastructure and Biodiversity

DTC Environment Committee comment: *The Topic Paper on the Natural Environment suggests the existing policy CO8 relating to 'Development which would adversely affect hedgerows' will not be retained. Whilst it may be under-utilised for planning objections, retention of existing hedgerows is important for biodiversity as well as carbon sequestration. We would ask that CO8 be retained and incorporated into the Local Plan.*

DM Policy 38: Biodiversity Net Gain

DTC Environment Committee comment: *We consider that as legislation requires biodiversity net gains should amount to 10% as a minimum and aim to achieve more wherever possible, that we should increase our ambition. The Kent Nature Partnership (KNP), of which the District Council is a member, is currently considering a doubling in the requirement to 20% in net gain from all developments across the county, so we propose that the figure decided upon by the KNP be adopted instead*

DM Policy 39: Landscape Character and the AONB

DTC Environment Committee comment: To agree and recommend the policy

DM Policy 40: Thanet Coast and Sandwich Bay SPA Mitigation Strategy

DTC Environment Committee comment: To agree and recommend the policy

DM Policy 41: Air Quality

DTC Environment Committee comment: To agree and recommend the policy

DM Policy 42: Water Supply and Quality

DTC Environment Committee comment: To agree and recommend the policy

DM Policy 43: The River Dour

DTC Environment Committee comment: To agree and recommend the policy

Section 12: The Historic Environment

Strategic Policy 18: Protecting the District's Historic Environment

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 44: Designated and Non-designated Heritage Assets

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 45: Conservation Areas

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 46: Archaeology

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 47: Dover Western Heights Fortifications Scheduled Monument and Conservation Area

DTC Planning Committee comment: *The Committee supports this policy*

DM Policy 48: Historic Parks and Gardens

DTC Planning Committee comment: *The Committee supports this policy*

Additional comments from DTC Planning Committee:

The current Plan was very weak on the Heritage of the district. This is a very welcome improvement. I welcome the emphasis on Appraisals although there are some minor errors (says the author of 5 appraisals!). I would welcome a much stronger emphasis on the creation of a Local List of Heritage Assets which the council has an obligation to create. I also welcome the recognition that conservation raises issues related to climate change and energy efficiency. The requirement for strong and detailed Heritage statements is crucial to listed building and conservation area applications. Currently they vary and are sometimes worse than useless.

Additional comments from DTC Planning Committee:

Section 4

Vision & Objectives

Whilst welcoming the overall vision I am not convinced that it takes the social and economic impacts of the pandemic seriously enough. The current Local Plan was fatally weakened by a refusal to take account of the 2008 financial crisis and ploughing ahead with a high growth strategy despite all the warnings from local community groups.

Additional recommendation from DTC Planning Committee:

Cllr Eddy's report on The Historical Environment to be included in the recommendation submitted to the Extraordinary meeting of Full Council on 10 March 2021.

THE HISTORIC ENVIRONMENT

Cllr M Eddy:

Chapters 1, 2, 3 and 4

Chapters 1 and 2 describe the legal and practical reasons for the Local Plan and how to engage with the consultation process respectively.

Chapter 3 summarises the nature of the area, the characteristics of the population and the key factors influencing the Local Plan.

Population

Figures 3.2 and 3.3 compare the population pyramids at the 2011 census and then at the 2018 estimate. This shows that the population of Dover District is ageing. The figures also demonstrate that the younger elements of the population (15-19 in 2011) have not been retained. Nevertheless there has been a total cumulative migration of 6,265 persons into the district, 80% of whom were internal migrants (i.e. from elsewhere in the UK). The cumulative total of internal migration is significant over the period as is shown in Fig. 3.4.

The Local Plan admits that the bulk of the in-migration is made up of people who are middle-aged or older. It is more coy, not to say silent, about the loss of younger people from the area.

Health

This section covers a number of health indicators but would have been better entitled "Deprivation". There is a facile equation between children in low income families (19.4%) and childhood obesity (19.1%) implicit in paragraph 3.7. Dover is ranked 107th out of 317 English council areas by deprivation indices, where 1 is the most deprived. And three wards in Dover town area are in the 10% of most deprived wards in the country. Educational attainment is worse than the national average.

Climate

The Local Plan records DDC's declaration of a Climate Emergency and the creation of a Climate Change Member Working Group as well as DDC's commitment to being a zero-carbon council by 2030 and a carbon neutral district by 2050. Fig. 3.5 provides an indication of the sources of carbon dioxide by sector and how that reduced sharply between 2008 and 2009 but more slowly since then. Paragraph 3.13 emphasises the problem of water resources in an area which receives low rainfall and is dependent on groundwater extraction.

Housing

This shows that Deal has taken the brunt of housing development over the previous Plan period, while "Dover" (including Whitfield etc) has under-delivered on house building targets. It does confirm that Dover has a higher than national average of council housing in its housing stock, though overall its social housing stock is below the national average. House prices are below the Kent average and well below the national average.

The district has 1,448 vacant properties of which 1,257 are second homes. In Fig. 3.2 the proportion of second homes is given as 2.3% but in the text immediately above the percentage is given as 2.1%.. Vacant properties of both types have increased in number over the last 5 years.

Economy

Earnings are below the Kent average. There are fewer people employed in professional or technical roles than the Kent average and more in transport, public administration and manufacturing. The district has changed to being a net exporter of employees from a state of equal inward and outward movements of labour.

Levels of educational attainment have improved, though from a low base, and are still lower than the Kent and national averages.

Transport

The district is described as being “highly accessible by rail, road and sea”, whilst it also claims that the district has high speed rail connections to London, when the reality is that HS1 trains pass through the district and are high speed only from Ashford. There is no discussion of the capacity of the A roads within the district or of other forms of transport at this stage in the document, nor is there mention of the problems caused by cross-Channel transport delays to communications in the immediate hinterland.

Natural Environment

The document lists the various designations of protected landscapes and a number of “Green (sic) infrastructure sites” which include parks and gardens as well as nature reserves.

Historic Environment

The document refers to the district’s listed buildings (just under 2,000), its 48 scheduled ancient monuments, 57 Conservation Areas and 12 museums. The national and international importance of some of the district’s historic assets is noted, as is the impact of the mining industry and the involvement of Abercrombie in the design of Aylesham.

Impressions at this Stage

This Chapter is very much a picture of the state of the district but it shows little sign of ambition, perhaps a reflexion of size and positioning of the Plan’s subtitle “A bold vision for 2040” on the cover.

The programme of house building envisaged by the document seems designed more to satisfy the needs of older people moving into the area rather than being aimed at helping to retain younger people in the district.

Similarly, though the levels of educational attainment have improved, there appears to be no intention of using the Local Plan to improve that position further by, for example, specific policies to encourage higher education establishments to develop facilities in the district, and thereby to develop a knowledge based economy beyond the former Pfizer’s site. This would contribute to raising the average level of earnings in the district and to combating the high levels of deprivation experienced in some wards.

The passage about transport seems very much at odds with the lived experience. HS1 trains travel through the district but are not high speed. The principal road system, terminating at the port of Dover, is subject to delays during bad weather or other exceptional circumstances, and the local roads are inadequate, though not as inadequate as public transport or cycling provision.

The brief introductions to the natural and historic environments lack ambition despite the references to their national and international importance which could be taken advantage of in order to strengthen both the knowledge based and tourist economies.

Chapter 4 Overarching Vision:

This Chapter identifies 4 aspects which comprise the “Overarching Vision”. They are introduced by the statement: “Dover District in 2040 will be a place of aspiration”, the subtext being that it the District’s only aspiration in 2021 is

to have some by 2040. The 4 aspects are: Prosperous Economy; Vibrant Communities; Thriving Places; and Spectacular and Sustainable Environment.

Prosperous Economy

In part, this prosperous economy will build on local entrepreneurial talent. However, as the previous chapter shows, there is a loss of local young people and a lack of educational attainment among remaining local people which this Plan shows little evidence of intending to alter.

The district's ability to attract new businesses is reliant on a "21st century infrastructure" and "unrivalled transport connections with London and Europe". Again, the lived experience is that, though the transport connections may be unrivalled when functioning well, they are far from adequate when any stress is placed on any one transport mode.

The attractiveness of the district for visitors is clear but there is nothing in the Plan to suggest that by 2040 the district will possess "a diverse range of high-quality accommodation" for visitors.

Vibrant Communities

Apart from offering new developments that "respect the spectacular natural environment ... of the District", it also offers "a supply of new homes that meets people's needs and where affordable and local housing is prioritised". This is difficult to reconcile with the proposal to build houses over the catchment area of the aquifer to the south of Deal (DEAO20) or with the scale of internal migration into the area as shown in Chapter 3 (Figs 3.2 and 3.3). This section also claims that there will be improved educational facilities though these are not apparent in the Plan, just as the means of delivering "extensive" green spaces and an "enhanced network of dedicated walking and cycling routes" are elusive.

Thriving Places

According to this section, "Dover town will be thriving with a strong core of local shops and services", which statement is at odds with the current moves to on-line shopping. The reference to "regenerated areas of existing housing" is promising but is not borne out by the housing policies for Dover which rely on substantial new build on green fields north of Dover.

Deal and Sandwich are apparently to benefit from investments in culture, though again there is no evidence of how this will be delivered in the context of the Plan.

The villages across the district will be provided with "improved community facilities and housing opportunities, enabling more young people to stay". Again, given the level of internal migration and lack of commitment to maintaining levels of affordable housing within existing commercial housing developments, this seems unlikely.

Spectacular and Sustainable Environment.

It is instructive that this section is the last, rather than the first, of the aspects of the Plan's Vision. It is erroneous to claim that "the climate change emergency will have delivered increased opportunities for local food production, extensive tree planting and the adoption of sustainable design". The climate emergency will allow for changes to local food production but, if measures are not taken through the Plan to safeguard and enhance water supplies and storage, it is more likely to reduce local food production.

Strategic Objectives

Strangely, the 4 aspects of the Overarching Vision are altered for listing of the strategic objectives which become Prosperous Economy; Vibrant Communities; Spectacular and Sustainable Environment, and Cross Cutting Issues.

There is nothing fundamental within the Vision or the Strategic Objectives to object to as they are all desirable outcomes. However, apart perhaps from the greater use of the words "sustainable" and "sustainability" there is little to distinguish the vision and objectives of this Plan from previous Local Plans.

What emerges at this stage

The bulk of house building is actually to provide for internal migration into the district.

That in-migration is mainly of middle-aged and retired people who by the end of the Plan period will have required additional health and social care services.

The district has become a net exporter of young people and of working-age people generally, a factor which runs counter to the intention of creating a prosperous economy within a series of vibrant communities.

There is a need not just for affordable housing within the private sector but for social and council housing, rather than for purely commercial builds.

There is no apparent USP or coherent group of selling points within the Plan which might persuade businesses or major institutions to invest or for young people to remain in the area.

The view expressed in the Plan of infrastructure in general and transport in particular is very much at odds with the lived experience of residents and users. A more realistic portrayal of the problems of co-existing with the modal shifts required by transport locally would give greater confidence in the ability of the Plan to deliver the objectives and the vision.

There is an opportunity to put the environment and the principles of sustainability at the forefront of the Plan's vision, rather than as an apparent add-on to the 4 aspects of the vision. A prosperous economy, vibrant communities and thriving places all depend on a sustainable environment.

Proposed Amendments

1. The Spectacular and Sustainable Environment should be the first of the 4 aspects of the Vision, followed by Vibrant Communities, then Thriving Places and finally a Prosperous Economy, as a prosperous economy can only be delivered with the other elements in place (para 4.1).
2. The single paragraph on Transport and Infrastructure (para 3.30) should be expanded in order to outline the problems involved in the modal shifts from road to sea within the District and from road to rail outside the District. This would make it easier to argue for the necessary improvements to the A2 and for the bifurcation of traffic on the two main arterial roads coming into the port, the A2 and the M20.
3. The issue of housing needs greater clarity. It would appear that building houses is an objective in itself, whereas what is required is housing that meets the needs of local people. This requires the focus to be placed on social housing, whether council or housing association, rather than on private sector housing.

Chapter 12 Historic Environment:

1.0 This Chapter is generally very positive in terms of the draft policies for the protection and enhancement of the historic environment. There is, however, a requirement for a specific policy dealing with any developments within the Lydden Valley/former Wantsum Channel, the evolution of which may well be germane to our understanding of the creation of the English Channel (see below) as there is for Dover Western Heights.

2.0 Strategic Policy 18 is to be supported.

3.0 DM Policy 44 is welcome in that it refers not solely to the heritage asset but also to the setting of the asset. There is also a requirement for a Heritage Statement where a "heritage asset or its setting" are likely to be affected. The whole building approach to developments involving energy conservation improvements is to be welcomed.

3.1 Where DM Policy 44 is weak is that it does not explicitly require conservation of an asset by recording. A suggested addendum to this policy would be at the end of the third paragraph: "... securing the optimum viable use of the heritage asset or ensuring its preservation through appropriate recording." This would link DM Policy 44 more directly to DM Policy 46.

4.0 DM Policy 45 Conservation Areas is generally welcome though the introductory sentence should be strengthened to read: "Applications for development or redevelopment in Conservation Areas will only be supported provided

that such proposals preserve or enhance the special architectural or historic character and appearance of the Area and its setting.”

Within this Policy, however, consideration should be given to reducing heat and energy loss and to sensitive solutions to providing energy efficient heating systems by adding a suitable further bullet point along the lines of: “Employ sustainable heating systems, such as ground source heating, and means of reducing energy and water consumption as are compatible with securing the sustainable future of the Area and its setting.”

5.0 DM Policy 46 Archaeology is welcome.

6.0 DM Policy 47 Dover Western Heights Fortifications Scheduled Ancient Monument and Conservation Area rightly emphasises the importance of the intervisibility of features both within the monument and with the wider landscape in order to fully understand the historic significance of the monument.

7.0 DM Policy 48 Historic Parks and Gardens is welcome.

8.0 The Lydden Valley/former Wantsum Channel is identified in Chapter 11 as forming a group of Landscape Character Types ((LCTs A, B and C) paragraph 11.42 and Table 11.1). Elsewhere in Chapter 11 (Fig. 11.1) the concentration of National Nature reserves, SSSIs and Special Protection Areas where the Wantsum meets the English Channel is demonstrated in map form. Historically, it is known that the Wantsum Channel provided a route for water borne traffic avoiding the more difficult waters around the North Foreland. Little is known of the evolution of this Channel and its silting up. As an area of more or less open water at different periods in the past various historic artefacts might be expected, such as fish traps, landing stages, salt working sites, temporary or permanent settlements taking advantage of the varied environments, and perhaps water craft. Ground disturbance along the line of the Wantsum Channel and its edges are likely to produce organic palaeo-environmental evidence which will add to the limited inorganic palaeo-environmental evidence from sites on chalk downland. This material could include timber structures and artefacts, vertebrate and invertebrate fauna, pollen, and aSedDNA.

8.1 The Wantsum Channel is generally assumed to have been an open channel between the mainland of Kent and the Isle of Thanet, but how that channel arose in the first place is unknown. Given recent research into the creation of the English Channel, it may well be that the Wantsum Channel was created by the same tsunami, caused by the Storrega underwater rock slide, that obliterated Doggerland and carved out the present English Channel around 8,000 BC. The area potentially has immense national and international importance for understanding the late Palaeolithic and Mesolithic periods as well the development and use of the landscape in more recent periods.

8.2 The inclusion of a specific statement and policy for the Lydden Valley/Wantsum Channel and its margins would appear appropriate, matching that for the Dover Western Heights and the Dover Town Centre SPD. It is suggested that the following statement is inserted after paragraph 12.29:

“12.30 The Lydden Valley/Wantsum Channel provided a water route south of the Isle of Thanet avoiding the more difficult waters around the North Foreland at various times in the historic past. The origin of the Wantsum is unknown but may be linked to the formation, around 8,000 BC, of the English Channel as we know it today. Ground disturbance within the Wantsum and along its ancient shore line is likely to reveal evidence of the origin and development of this important landscape feature as well as evidence of its use from the Mesolithic through to the present day.

DM Policy 48 The Lydden Valley/Wantsum Channel

Proposals for development within the Lydden Valley/Wantsum Channel which make provision of appropriate archaeological and palaeo-environmental investigation prior to development will be supported. For the purposes of clarity the limits of the Lydden Valley/Wantsum Channel’s archaeological and palaeo-environmental area of interest will be co-terminous with the limits of the Environment Agency’s Flood Risk Map.”

8.3 Paragraph 12.30 and Policy DM 48 Historic Parks and Gardens to be renumbered accordingly to take account of the proposal above

Main changes since the Regulation 18 draft Local Plan

Consultation on the draft Local Plan (known as the Regulation 18 Consultation) took place in early 2021. Over 3,400 responses were received. A number of changes have been made to the Plan as a result of these comments, as well as changes to national legislation and guidance that have occurred. The majority of these are minor changes and updates, however, there have been a number of more significant changes including:

- Overall, the Local Plan Housing Need has been reduced by more than 900 dwellings.
- A number of housing site allocations have been removed from the Plan, including 500 homes at North Aylesham, 100 homes at the former Channel Tunnel workers accommodation, Farthingloe and 100 homes in Westcourt Lane, Shepherdswell
- 17 new housing sites have been added that can accommodate approximately 360 dwellings.
- Economic development needs assessment updated and two new employment site allocations added, at White Cliffs Business Park (Phase 4) and Statenborough Farm in Eastry.
- Four sites have been identified for a mixture of employment to support their regeneration: the former Snowdown Colliery in Aylesham, The Citadel Western Heights, Fort Burgoyne and Dover Waterfront.
- Gypsy and Traveller sites at Aylesham and Ewell Minnis have been removed, and a new site for intensification in Alkham is proposed.
- Wording has been changed in the policy relating to residential windfall (sites not allocated in this Plan) proposals in the Kent Downs AONB to ensure appropriate protection and additional criteria have been added to prevent significant loss of best and most versatile agricultural land and to ensure proposals do not prejudice the delivery of sites allocated in the Plan due to limited highway capacity.
- Climate change policies have been updated to reflect the changes to Building Regulations of June 2022 with regard to carbon emissions, energy efficiency and sustainable design and construction.
- Biodiversity policies have been strengthened to ensure maximum protection for protected habitats, landscapes and species.
- A new tariff has been introduced to fund necessary mitigation and monitoring of the Thanet Coast and Sandwich Bay SPA, an internationally protected site for migratory birds.
- Place making and design policies have been strengthened and commitment to delivering a District Design Code added.
- Plan updated to reflect latest transport modelling work with regards to Strategic Highways and Local Road Network improvements.
- Open Space, Sports Provision and Community facilities policies have been updated, including designation of Local Green Spaces in the district.
- Protection of River Dour has been strengthened.
- References to Stodmarsh nutrient issues removed as they no longer apply to this district.



Dover District Local Plan

Dover District Council Regulation 19 Submission

Summary of Site Allocations by settlement

This document summarises site allocations in the Regulation 19 Submission Plan. The table briefly summarises:

- Any changes to proposed site allocation since the Regulation 18 Consultation;
- Any new sites included in the Regulation 19 Submission Plan;
- Any sites that were included in the Regulation 18 draft, but have not been included in the Regulation 19 Plan.

Reg 19 Site Policy Number	Site Name (HELAA site reference)	Reg 19 Indicative capacity	Summary of change to draft Local Plan Reg 18
DOVER including Guston, River and Temple Ewell			
SAP 1	Whitfield Urban Expansion (WHI001 and WHI008)	2200	No change
SAP2	White Cliffs Business Park (ELR7 and TC4S120)	Employment	Part new site (Phase 4)
SAP3	Dover Waterfront (part DOV017)	263	Indicative capacity increased from 200
SAP4	Western Heights	100	Housing capacity added
SAP5	Fort Burgoyne (TC4S092/part GUS002)	Employment	New site

ATTACH 6c

Reg 19 Site Policy Number	Site Name (HELAA site reference)	Reg 19 Indicative capacity	Summary of change to draft Local Plan Reg 18
SAP6	Dover Mid Town (DOV018)	100	No change
SAP7	Bench Street Dover (part DOV017)	100	Site separated from Dover Waterfront
SAP8	Land adjacent to the Gas Holder (DOV022B)	80	Site boundary extended and indicative capacity increased from 40
SAP9	Land at Barwick Road Industrial Estate (DOV022E)	150	Indicative capacity reduced from 220
SAP10	Buckland Paper Mill (DOV023)	135	Indicative capacity increased from 124
SAP11	Westmount College (DOV026)	60	Indicative capacity decreased from 100
SAP12	Charlton Shopping Centre (DOV028)	100	No change
SAP13	Land at Dunderdin Drive (South) Dover (DOV006)	8	No change
SAP13	Land adjoining 455 Folkestone Road, Dover (DOV008)	5	No change
SAP13	Albany Place Car Park, Dover (DOV019)	15	No change
SAP13	Land to the north of Coombe Valley Rd, Dover (DOV022C)	20	No change
SAP13	Land at Durham Hill, Dover (DOV030)	10	No change
SAP13	Military Road, Dover (TC4S026)	9	New site
SAP13	Roosevelt Road, Dover (TC4S027)	10	New site
SAP13	Peverell Road, Dover (TC4S028)	6	New site
SAP13	Colton Crescent, Dover (TC4S030)	10	New site
Site removed	Land at Stanhope Road (DOV009)		Site has planning permission
Site removed	Farthingloe (DOV012)		Site for 100 homes removed
Site removed	Land off Wycherley Crescent, Dover (DOV025)		Site for 10 homes removed
Site removed	Connaught Barracks (GUS002)		Site has planning permission

Reg 19 Site Policy Number	Site Name (HELAA site reference)	Reg 19 Indicative capacity	Summary of change to draft Local Plan Reg 18
DEAL including Walmer, Sholden and Great Mongeham			
SAP14	Land off Cross Road (DEA008)	100	No change
SAP15	Land at Rays Bottom (WAL002)	75	Indicative Capacity Reduced from 100
SAP16	Land to the east of Northbourne Road, Great Mongeham (GTM003)	10	No change
SAP16	Bridleway Riding School, Station Road, Deal (TC4S008)	25	New site
SAP16	Ethelbert Road garages, Deal (TC4S032)	5	New site
SAP16	104 Northwall Road, Deal (TC4S047)	8	New site
Site removed	Land off Cross Road (DEA020)		Site has planning permission
Site removed	Land adjoining Pegasus, Sandwich Road (part SHO004)		Site has planning permission
Site removed	Betteshanger Colliery (NOR005)		Site has planning permission
Site removed	Church Lane/Hyton Drive (DEA018)		Site has planning permission
Site removed	Land off Freeman's Way (DEA021)		Site has planning permission
Rural Service Centres			
SANDWICH			
SAP17	Land south of Stonar Lake and to north and east of Stonar Gardens (SAN004)	40	New site
SAP18	Sandwich Highway Depot (SAN006)	32	No change
SAP19	Land at Poplar Meadow (SAN007)	35	Indicative capacity reduced from 80
SAP20	Woods' Yard (SAN008)	35	No change
SAP21	Land adjacent to Sandwich Technology School (SAN013)	40	Indicative capacity reduced from 60

Reg 19 Site Policy Number	Site Name (HELAA site reference)	Reg 19 Indicative capacity	Summary of change to draft Local Plan Reg 18
SAP22	Land at Archers Low Farm (SAN023)	35	Indicative capacity reduced from 40
SAP23	Sydney Nursery, Dover Road, Sandwich (SAN019)	10	No change
Site removed	Kumor Nursery (SAN015)		Site has planning permission
AYLESHAM			
SAP24	Land to the South of Aylesham (AYL003)	640	Gypsy and Traveller provision removed
SAP25	Aylesham Development Area (ELR4)	Employment	No change
SAP26	Former Snowdown Colliery (ELR14)	Employment	New site
SAP27	Land at Dorman Avenue North (AYL001)	9	No change
Site removed	North Aylesham (AYL004)		Site for 500 homes removed
Site removed	Land at the Boulevard (AYL002)		Site has planning permission
Local centres			
ELVINGTON AND EYTHORNE			
SAP28	Land between Eythorne and Elvington (EYT003/EYT009/EYT012)	300	Indicative capacity reduced from 350
SAP29	Land on the south eastern side of Roman Way (EYT008)	50	No change
SAP30	Chapel Hill Eythorne (TC4S039)	5	New site
Site removed	Land to east of Adelaide Road, Eythorne (EYT019)		Site for 6 homes removed
Site removed	Land at Monkton Court Lane, Eythorne (EYT001)		Site for 20 homes removed
EASTRY			
SAP31	Statenborough Farm (TC4S076)	Employment	New site
SAP32	Land at Buttsole Pond (EAS002)	80	No change

Reg 19 Site Policy Number	Site Name (HELAA site reference)	Reg 19 Indicative capacity	Summary of change to draft Local Plan Reg 18
SAP33	Eastry Court Farm, Eastry (EAS009)	5	No change
SAP33	Land adjacent to Cross Farm, Eastry (TC4S023)	10	New site
Site removed	Lower Gore Field, Eastry (EAS012)		Site for 35 homes removed
KINGSDOWN			
SAP34	Land at Woodhill Farm (KIN002)	50	Indicative capacity reduced from 90
SAP35	Land adjacent Courtlands, Kingsdown (TC4S074)	5	New site
SHEPHERDSWELL			
SAP36	Land to the north and east of St Andrews Gardens and adjacent to Mill House (SHE004/TC4S082)	50	Site boundary extended and indicative site capacity increased from 40
SAP37	Land at Botolph Street Farm, Shepherdswell (SHE006)	10	Indicative capacity reduced from 20
SAP37	Land off Mill Lane, Shepherdswell (SHE008)	10	No change
Site removed	Land to the north of Westcourt Lane (SHE003)		Site for 100 homes removed
ST MARGARET'S AT CLIFFE			
SAP38	Land adjacent to Reach Road bordering Reach Court Farm (STM003)	40	No change
SAP39	Land to the west of Townsend Farm Road (STM007/ STM008)	36	No change
SAP40	Land at New Townsend Farm, Station Road, St Margarets (STM006)	10	No change
SAP40	Land located between Salisbury Road and The Droveway, St Margarets-at-Cliffe (STM010)	10	New site
ASH			
Site removed	Land south of Mill Field (ASH003)		Site allocated in Ash Neighbourhood Plan for 9 dwellings

Reg 19 Site Policy Number	Site Name (HELAA site reference)	Reg 19 Indicative capacity	Summary of change to draft Local Plan Reg 18
Site removed	Land to the north of Molland Lane, Ash (ASH004)		Site allocated in Ash Neighbourhood Plan for 105 dwellings
Site removed	Guilton, Ash (ASH011)		Site allocated in Ash Neighbourhood Plan for 9 dwellings
Site removed	Land to the south of Sandwich Road, Ash (ASH014)		Site allocated in Ash Neighbourhood Plan for 95 dwellings
Site removed	Former Council Yard, Molland Lea, Ash (ASH015)		Site allocated in Ash Neighbourhood Plan for 5 dwellings
Site removed	Land adjacent to Saunders Lane (ASH010)		Site has planning permission
WINGHAM			
SAP41	Footpath Field (WIN0014)	75	Indicative capacity increased from 50
SAP42	Land adjacent to Staple Road (WIN003)	20	No change
SAP42	Land adjacent to White Lodge, Preston Hill (WIN004)	8	No change
ALKHAM			
SAP43	Land at Short Lane, Alkham (ALK003)	10	No change
CAPEL			
SAP44	Land to the east of Great Cauldham Farm (CAP006)	70	Indicative capacity increased from 50
SAP45	Longships, Cauldham Lane, Capel-le-Ferne (CAP009)	10	No change
SAP45	Land known as the former Archway Filling Station, New Dover Road, Capel-le-Ferne (CAP011)	10	Site capacity reduced from 18
SAP45	Land at Cauldham Lane, Capel-le-Ferne (CAP013)	5	Site reduced from 15

Reg 19 Site Policy Number	Site Name (HELAA site reference)	Reg 19 Indicative capacity	Summary of change to draft Local Plan Reg 18
LANGDON			
SAP46	Land adjacent Langdon Court Bungalow (LAN003)	40	No change
LYDDEN			
SAP47	Land adjacent to Lydden Court Farm (LYD003)	30	Indicative capacity reduced from 65
PRESTON			
SAP48	Apple Tree Farm and north west of Apple Tree Farm (PRE003/PRE016/PRE017)	65	Indicative capacity reduced from 122
WORTH			
SAP49	Land to the east of Jubilee Road, Worth (WOR006)	10	No change
SAP49	Land to the East of former Bisley Nursery, The Street, Worth (WOR009)	15	Indicative capacity reduced from 20
CHILLENDEN			
SAP50	Land adjacent to Short Street, Chillenden (GOO006)	5	No change
SAP51			
SAP51	Land opposite the Conifers, Coldred (SHE013)	5	New Site
NONINGTON			
SAP52	Prima Windows (NON006)	35	No change

Reg 19 Site Policy Number	Site Name (HELAA site reference)	Reg 19 Indicative capacity	Summary of change to draft Local Plan Reg 18
RINGWOULD			
SAP53	Land at Ringwould Alpines, Dover Road, Ringwould (RIN002 and RIN004)	10	Site boundary extended and capacity increased from 5
STAPLE			
SAP54	Land at Durlock Road, Staple (STA004)	3	No change
WOODNESBOROUGH			
SAP55	Beacon Lane Nursery, Beacon Lane, Woodnesborough (WOO005)	5	No change
SAP55	Land south of Sandwich Road, Woodnesborough (WOO006)	10	No change

Deal Town Council Transport & Infrastructure Committee response to the Dover District Council Local Plan Regulation 19 Consultation:

This item was set on the agenda for discussion and decision at the Transport & Infrastructure Committee meeting scheduled for 9th November.

This meeting was cancelled on the night by the Committee Chairman as not enough Councillors turned up to make the meeting quorate.

A subsequent email was sent to all members on 10th November requesting:

Dear Committee Members

Due to the T&I Committee Meeting being cancelled on 9th November 2022 for not being quorate, no business could be transacted. The Transport & Infrastructure DDC Local Plan agenda item attached is extremely urgent and responses are needed back to the R.F.O. by Midday on Friday 18th November so that this can go to next Full Council meeting.

The agenda item included:

A list of the main changes since the Regulation 18 draft was released.

A Summary of Site allocations by settlement including changes since the Regulation 18 draft was released.

A copy of the final submission by Full Council to DDC regarding the Regulation 18 draft.

No responses were received by Monday 21st November, so it is assumed that members of Deal Town Council's Transport & Infrastructure Committee are happy that the points they raised in response to Regulation 18 are sufficiently covered in the previous submission by Full Council to Regulation 18 and have also been sufficiently covered in the Regulation 19 draft.

Deal Town Council Environment Committee response to the Dover District Council Local Plan Regulation 19 Consultation:

As no meetings of the Environment Committee were scheduled for before response had to be made to the Regulation 19 consultation, the following email was sent on 3rd November to Committee members:

Dear Committee Members

As there is not a scheduled meeting of the Environment Committee before the agenda needs to be sent out, the Chairman of the Environment Committee has agreed that members individually pass any comments that they would like to be considered for inclusion in Deal Town Council's response to the Regulation 19 draft to the Deputy Town Clerk by 18th November for consideration by Full Council at the meeting scheduled for 29th November.

I will send over the full Local Plan in a separate email to those who have not already received it from other committee correspondence for your information as this document is 375 pages long.

The agenda item included:

A list of the main changes since the Regulation 18 draft was released.

A Summary of Site allocations by settlement including changes since the Regulation 18 draft was released.

A copy of the final submission by Full Council to DDC regarding the Regulation 18 draft.

Responses received from members:

Cllr S Beer

My only comment is that I am happy that some sites previously allocated as suitable for development have now been removed as unsuitable (flooding risk). Seems that climate change is being better understood, though they could go further, of course.
Sue

Cllr C Oliver

Local Plan

Comments based on elements previously commented on by the Environment Committee in relation to the Reg 18 draft.

Strategic Policy 1: Planning for Climate Change

In its current wording, DTC consider SP1 to be unsound (not consistent with national policy) and not legally compliant on the basis that it does not make reference to the legally binding target for the UK to bring all greenhouse gas emissions to net zero by 2050 in the policy (we note and welcome the mention in the narrative text of the Climate Emergency declaration and the legally binding national target.)

We recommend that explicit reference be made in Strategic Policy 1 to the Climate Emergency that DDC have declared, giving a firm commitment to delivering a Carbon Neutral district by 2050, in line with the legally binding targets of The Climate Change Act 2008 (as amended).

CC 1: Reducing Carbon Emissions

DTC consider CC1 to be unsound (not justified) and not legally compliant on the basis that it does not adequately consider the legally binding target for the UK to bring all greenhouse gas emissions to net zero by 2050. Given the unprecedented climate and ecological emergency, it is incumbent on local authorities to take bold action on climate change. The BREEAM 'very good' standard is unambitious and inconsistent with the need to decarbonise at pace and scale. There are two standards above 'very good' - 'excellent' and 'outstanding' - that deliver far greater carbon emissions reductions. New homes built at 'very good' standard will contribute to the need for expensive retrofit to make them fit for the twenty-first century. They will also contribute to increased greenhouse gas emissions making this policy inconsistent with Strategic Policy 1 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.

We recommend the following modification: To require all new homes to be built to achieve net zero carbon. Where it can be demonstrated this cannot be delivered on-site, developers would then be expected to pay into a carbon off-set fund. This fund would be administered by the Council; and, to require new non-residential development to be built to achieve net zero carbon. Where it can be demonstrated this cannot be delivered on-site, developers would then be expected to pay into a carbon off-set fund.

There are precedents for such requirements, e.g. Reading Borough Council Local Plan 2019 Section 4.4.36(c): 'all major new build residential development should be designed to achieve zero carbon homes'.

CC 3: Renewable and Low Carbon Energy

DTC consider CC3 to be unsound (not positively prepared) on the basis that whilst there is a (very welcome) emphasis on protecting our Kent Downs Area of Outstanding Natural Beauty, unlike for residential and business developments, no areas where medium or large scale renewable and low carbon energy development would be considered appropriate have been identified. In order to truly encourage renewable and low carbon energy development:

We recommend that DDC map the areas within the Dover District that would be potentially suitable to deliver renewable and low carbon energy schemes and append them to the Local Plan in the same way that housing and employment sites have been identified and mapped.

CC 4: Water Efficiency

DTC considers CC4 to be unsound (not justified) as the most appropriate way to bring about increased water efficiency in our severely water-stressed area. The Water for Sustainable Growth Study 2017 correctly asserts that as Dover District is one of the most water scarce areas in the UK, it is appropriate to introduce higher standards than Building Regulations. If recycled properly, greywater can save approximately 70 litres of potable water per person per day in domestic households. These systems are best installed as a new build project or when undergoing major regenerations to a house. (<https://www.thegreenage.co.uk/tech/rainwater-harvesting/>)

*We recommend the following modification: that grey water recycling and rainwater harvesting systems be a **requirement** in new developments.*

CC 5: Flood Risk and CC 6: Surface Water Management

DTC consider CC 5 and CC to be unsound (not effective) on the basis that looking at developments in isolation, without regard to the 'big picture' for flooding and surface water management in the locality, is deeply flawed. For example, developments at Walmer and Sholden will impact on surface water management and flood risk in North Deal.

We recommend the following modification be added to both policies: Consideration must be given to the area-wide cumulative impact of existing and planned developments, in addition to the application under consideration.

CC 8: Tree Planting and Protection

DTC considers CC 8 to be unsound (not effective, not justified) and not legally compliant with the legally binding target for the UK to bring all greenhouse gas emissions to net zero by 2050. DDC have not committed to the retention of mature trees - new planting does not have the same carbon sequestration qualities as mature trees and trees take many years to become effective carbon 'sinks'. DDC have not set out their criteria for proactively making Tree Protection Orders, their Tree Strategy nor committed staff and resources to undertake this important work.

We recommend the following modifications:

New planting should not normally be considered as an acceptable means by which to mitigate the felling of mature trees, and mature trees should be retained wherever possible. The carbon sequestration benefits, and other amenity value of mature trees must be protected, whether under a formal Tree Preservation Order or not.

DDC will set out an enhanced criteria for making TPOs, to cover biodiversity and ecosystem services as well as amenity value.

DDC will provide appropriate staffing and resources to sustainably and effectively deliver this policy.

NE 1: Biodiversity Net Gain

DTC considers NE 1 to be unsound (not justified) on the basis that a 10% Biodiversity Net Gain requirement is not the most appropriate target for the area given the particular pressures facing the county's biodiversity. The Kent Nature Partnership (KNP) suggests a Biodiversity Net Gain requirement of 20% is 'a proportionate response and one that illustrates the county's commitment to tackling the ecological crisis that faces Kent. Furthermore, the scale of previous biodiversity losses require aspirational levels of gain to make up for them.' The KNP also state that the 10% minimum gain set by the Environment Bill is the lowest level that Defra consider would actually deliver biodiversity gains. <https://kentnature.org.uk/wp-content/uploads/2022/07/Justification-for-biodiversity-net-gain-in-Kent-Sept-2020.pdf>

We recommend the following modification: The greater ambition of 20% should be set to provide greater confidence in genuine gains for biodiversity and ensure the successful recovery of nature in our part of Kent.

No other responses were received by Monday 21st November, so it is assumed that all other members of Deal Town Council's Environment Committee are happy that the points they raised in response to Regulation 18 are sufficiently covered in the previous submission by Full Council to Regulation 18 and have also been sufficiently covered in the Regulation 19 draft.

Deal Town Council Planning Committee response to the Dover District Council Local Plan Regulation 19 Consultation:

At a meeting of the Deal Town Council planning committee held on 7th November the following resolution was passed:

Local Plan Update: Members **RESOLVED:** Cllr Turner agreed to draft a response on behalf of the Planning Committee regarding points discussed on DDC Local Plan and circulate to members for input before submission to Full Council. Chair undertook to write to DDC Head of Planning concerning consultation arrangements with Deal Town Council and the public. (P) SC (S) ME. All Agreed.

Collated response from committee members:

Deal Town Council Planning Committee

Response to Dover District Council Local Plan Regulation 19 Consultation

We wish to comment specifically on the implementation of the legal requirements for drawing up the plan.

We regret that both the Deal Town Council Planning Committee and the Full Council were not parts of the process of consulting about and writing the plan.

The arrangement to have one KALC member to liaise with local town and parish councils was not at all satisfactory; we received no feedback from our “delegate”, and were never explicitly consulted on matters germane to this Council.

While taking into account the need for confidentiality, the chaos around proposed changes to national planning policy, and the impact of Covid-19 on the process, we nevertheless still reach the conclusion that there was inadequate consultation.

However well councillors and officials in Whitfield think they know local needs and likely reactions, it is nevertheless parish and town councillors who connect closely with their electorates. There should have been greater efforts to devise robust systems and accountability so as to make the process genuinely participatory and the outcome more sensitive to local voices.

On that basis we would therefore question the legitimacy of the Regulation 18 and 19 drafts of the Dover Local Plan.

We would appreciate the reasoning behind your lack of consultation with all the elected members of Deal Town Council.

Cllr Susan Carlyle – Chair
Cllr Abigail Stroud – Vice-Chair
Cllr Mike Eddy
Cllr Tony Grist
Cllr Chris Turner

Ms Eyvor Fogarty – Co-opted
Mr Robin Green – Co-opted

**DEAL TOWN COUNCIL
MEMORANDUM**

To: Cllr C Turner, Chairman of Deal Town Council
All Members
From: Paul Bone, Responsible Finance Officer
Date: 23 November 2022
Subject: Budget setting 2023/24

Please find attached a copy of the draft Budget for 2023/24 as agreed by the Finance & General Purposes Committee on 22nd November 2022 (**Attach 7a**)

At that meeting the following resolutions were passed regarding the draft budget:

Draft Budget 2023/24:

- 1) *Warm Spaces: Members RESOLVED: To add a budget line for Warm Spaces 2023 with a budget of £10,000 (P)BB (S)SB 4 for, 2 Against, 2 Abstentions Agreed.*
- 2) *Capital Fund: Members RESOLVED: To move the £26,189 in the Capital Fund via the General reserve to a new 'Projects Reserve' that can be used for additional Committee projects if approved by Full Council (P)SB (S)BB 6 for, 2 abstentions. Agreed*
- 3) *Budget 2023/24: Following Debate Members RESOLVED: That with the addition of the £10,000 budget line for warm spaces and the £26,189 Project Reserve EMR, that the budget as presented by the RFO is recommended to Full Council for agreement. (P)DC (S)SB 5 for, 2 against, 1 abstention. Agreed.*

Please also see Budget setting Notes 2023/24 (**Attach 7b**)

Decisions required.

Members to review and agree the budget for 2023/24

23/11/2022

Deal Town Council

Draft Budget as agreed by F&GP 22/11/22

ATTACH 7a

Draft Budget		
2023/24		
INCOME		Increase

Draft Budget		
2023/24		
EXPENDITURE		Increase

100 General Income

1076 Precept	475262	0.00%
1080 Bank Interest	1200	1100.00%
Total Income	476462	0.23%

200 Staff Costs

4000 Salaries Gross	345000	6.14%
4055 Travel & Subsistence	100	0.00%
4070 Training	2000	0.00%
4075 Staff Uniforms	100	0.00%
4080 HR & HS	1621	5.95%
4085 Payroll Services	1855	
4090 Staff Recruitment	750	0.00%
Total Expenditure	351426	6.64%

205 Official Car

4060 Official Car Lease	3564	0.00%
4065 Official Car Fuel	500	66.67%
Total Expenditure	4064	5.18%

210 Civic

4055 Travel & Subsistence	100	0.00%
4070 Training	1000	0.00%
4200 Cllr. Allowances	4800	33.33%
4210 Hospitality	1500	0.00%
4220 Robes & Regalia	50	0.00%
4225 Mayoral Travel & Subsistence	100	0.00%
4230 Mayor Expenses	500	0.00%
4235 Deputy Mayor Expenses	300	0.00%
4240 Mayoress Expenses	300	0.00%
Total Expenditure	8650	16.11%

220 Administration

4080 HR & HS	1622	6.01%
4300 Mobile Phones	500	0.00%
4305 Stationery	1500	0.00%
4310 Postage	500	66.67%
4315 Bank Charges	1500	50.00%
4320 General Admin	8800	0.00%
4325 Office Equipment	500	0.00%
4330 IT Equipment	3000	-25.00%
4335 IT Support & Website	6000	0.00%
4340 Telephone & Broadband	1500	114.29%
4345 Pat Testing	500	0.00%
4355 Premises (Running Costs)	10000	0.00%
4365 Legal Advice	500	0.00%
4370 Election Costs	17000	161.54%
4375 Marketing/Communications	2000	0.00%
4380 Contingency	10000	0.00%
4390 Waste & Recycling	2500	25.00%
4405 Annual Planting	5000	-16.67%

4410 Flags
 4415 Audit Fees
 4420 Subscriptions
 4430 Data Protection Officer
 4435 General Maintenance
Total Expenditure

500	177.78%
2300	0.00%
2000	150.00%
1000	0.00%
4000	0.00%
82722	17.15%

250 Grants & Donations

4470 Annual Grants
 4480 Christmas Light Fund
 4490 St Omer Twinning
Total Expenditure

10000	0.00%
2000	0.00%
500	0.00%
12500	0.00%

300 Town Hall

1100 Wedding Hire
 1105 Chamber Hire
 1110 Committee Room Hire
 1115 Under Croft Hire
Total Income

10000	11.11%
2000	0.00%
1000	0.00%
500	-50.00%
13500	3.85%

Town Hall

4360 Insurance
 4500 Repairs & Maintenance
 4505 Under Croft Cleaning
 4510 Furniture & Equipment
 4520 Boiler Service & Maint.
 4525 Window Cleaning
 4530 Gas
 4535 Electricity
 4540 Water
 4550 TH Events
 4720 Licences
Total Expenditure

8000	0.00%
0	-100.00%
1000	0.00%
1000	0.00%
500	0.00%
1000	-34.64%
2650	6.00%
6360	6.00%
265	6.00%
1800	0.00%
500	66.67%
23075	-17.23%

310 VIC

4605 Terminal Charges
Total Expenditure

500	-33.33%
500	-33.33%

410 Saturday Market

1410 Market Traders
Total Income

35000	29.63%
35000	29.63%

4420 Subscriptions
 4715 Profit Share
 4730 Market General Costs
 4735 Market Licence
Total Expenditure

500	0.00%
2500	0.00%
3000	0.00%
1750	16.67%
7750	3.33%

420 Braderie Market

1415 Braderie stall holders
Total Income

4500	0.00%
4500	0.00%

4705 Road Closure
 4720 Licences
 4725 First Aid
 4740 Toilet Hire
Total Expenditure

700	0.00%
1200	0.00%
200	0.00%
300	50.00%
2400	4.35%

500 Public Conveniences

4800 Public Conveniences
Total Expenditure

35000	9.38%
35000	9.38%

600 Allotments

1500 Allotment Income	2000	0.00%
Total Income	2000	0.00%

4500 Repairs & Maintenance

4540 Water

2500	
742	6.00%
3242	363.14%

Total Expenditure**610 Allotments Park Ave**

1500 Allotment Income	2000	0.00%
Total Income	2000	0.00%

4500 Repairs & Maintenance

4501 PARK AVE BANK REPAIRS

4540 Water

2500	
0	-100.00%
700	0.00%
3200	-70.09%

Total Expenditure**620 Allotments Mill Road**

1500 Allotment Income	2000	0.00%
Total Income	2000	0.00%

4500 Repairs & Maintenance

4540 Water

2500	
742	6.00%
3242	363.14%

Total Expenditure**700 Town Events**

5005 Town Hall Promotions

5010 Heritage Day

5015 Christmas Events

5020 Mayoral Ceremonial Event

5025 International Woman's Day

5030 Charter Day

5035 Holocaust Memorial Day

200	0.00%
200	0.00%
200	0.00%
200	0.00%
200	0.00%
200	0.00%
500	0.00%
200	0.00%
1700	0.00%

Total Expenditure

To Environment Budget

To T&I Budget

To Warm Places Budget

From Capital Fund

To Project Fund

25,770
10,000
10,000
-26,189
26,189
45,770

Total Expenditure**Draft Budget****2023/24****INCOME****Increase****Draft Budget****2023/24****EXPENDITURE****Increase****Total Income**

535462	1%
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Total Expenditure

585241	111.63%
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Less Unspent 22/23**-36643****From Reserves****13136**

The draft budget attached (**Attach 7a**), has been put together to cover the required funding to run the Council with no impact on the current Precept level and minimal impact on the General reserves.

Income:

The projection for the current year end is that over 99% of the total budgeted income will be received.

The total budgeted income for 2023/24 has been set at the same as last year at approximately £530,000

Expenditure:

The projection for the current year end is that around 94% of the total budgeted expenditure will be paid out.

The total budgeted expenditure for 2023/24 has had to allow for a full Council election and expected rises in many costs due to inflation. Reductions have been made where possible to keep the increase as low as possible.

This has ended up with the draft budget being set at £585,000 an increase of just under 11.6%.

Within this draft budget, provisions have been made for:

- T&I Committee of £10,000
- Environment Committee of £25,770
- Warm Spaces £10,000
- Project Fund £26,189

Overall position:

By utilising the monies not spent in the current year's budget, the Precept can be kept at the same level as this year with only £13,136 being taken from reserves.

Precept.

The current level of Precept in the draft budget is set at the same level as last year at £475,261

This level of precept equates to a charge of £69.13 for a Band 'D' property (£1.33 per week)

Any increase in Precept would work out as an additional £1.45 per £10,000

To fund an additional £25,000 would add £3.62 to the Band 'D' charge. (An increase of 5.2%)

For comparison, the current levels of Band 'D' equivalent for other local councils are:

- Deal £69.13
- Dover 103.87
- Sandwich £135.96
- Walmer £67.95

Level of General (Revenue) Reserve

The current level of the General Reserve as at 31st March 2022 was £286,164

The Good Councillors Guide to Finance and Transparency 2017 suggests that a council should typically hold between 3 and 12 months expenditure as a general (revenue) reserve. Based upon the proposed draft budget, the general (revenue) reserve will cover 5.6 months assuming no increase in Precept.

**DEAL TOWN COUNCIL
MEMORANDUM**

To: Cllr C Turner, Chairman of Deal Town Council
All Members
From: Paul Bone, Responsible Finance Officer
Date: 23 November 2022
Subject: Precept Demand 2023/24

Based upon the draft budget as recommended at agenda item 10i, the Precept could stay at the same level as last year (£475,261)

Subject to the draft budget not changing, the general (revenue) reserve would be at £273,028 representing cover for 5.6 months expenditure. (See Attach 7b)

When setting the Precept demand, the Council can set **either** a 'Band D' equivalent figure (last year this was £69.13) **or** set a final Precept demand figure.

The 'Base rate' for a 'Band D' property is not yet known and this could go up or down.

Recommendation:

That the Precept Demand is at £475,261 to guarantee the amount to be paid to DTC knowing that the 'Band D' equivalent figure may vary slightly from last year.

Decisions required.

- 1) Members to consider and agree the Precept Demand 2023/24
- 2) Members to authorise the Chairman of the Council and the Town Clerk to sign the Precept Demand on behalf of the Council

Mayor's Engagement List

29 th September	Twinning Golf Reception	Deal
29 th September	Twinning Golf	Deal
1 st October	Speakers Day	Hythe
3 rd October	Queens Jubilee tree planting	Deal
7 th October	KCVS Creative Corner Awards	Deal
8 th October	Deal Breastfeeding Event	Deal
16 th October	Charter Day	Deal
18 th October	Meeting with RBL	Deal
18 th October	Deal Society Talk	Deal
22 nd October	Launch Night of Art Exhibition	Deal
21 st November	Lord Wardens Funeral	Walmer
26 th November	Christmas Light Switch On	Deal

Deputy Mayor

2 nd October	Civic Service	Fordwich
15 th October	Deal Saturday Market Birthday	Deal
7 th November	Licensing at St Andrews Church	Deal
11 th November	Armistice Day	Deal
13 th November	Remembrance Day Parade	Deal
14 th November	Sandwich Deputy Mayors Confirmation	Deal

DEAL TOWN COUNCIL – MEMORANDUM

To: Cllr C Turner, Chairman of Deal Town Council
All council members
From: Joanne Harper, Events Manager
Date: 16th November 2023
Re: Holocaust Memorial Day 2023

At the Full Council meeting in February 2022 Cllrs agreed the DTC Carbon Reduction Annual Action Plan 22/23 which included that no bookings were to be taken in January and February. Bookings that were made prior to the resolution have been honoured.

Prior to lockdown the commemoration included a service/exhibition or talk in the Town Hall followed by a wreath laying service in St George's Church Garden's followed by refreshments in the chamber.

Although council decided that they would like to continue with this type of commemorative event, a decision needs to be made whether or not to open the Town Hall in January or to repeat the scaled down commemoration and remembrance with a wreath laying service in St George's Church Gardens as earlier this year.

Information can also be shared on the Council website and Facebook page and on the display boards in the Undercroft.

Last year's scaled down Holocaust Memorial Day commemoration was well received by members of the public, and positive feedback included that the service and wreath laying at the memorial stone was sufficient in honouring the victims of the Holocaust and subsequent genocides.

Recommendation:

- To mark Holocaust Memorial Day on Friday 27th January with a memorial and wreath laying service at the memorial stone in St Georges Church Gardens supported by sharing information on the Council website, Facebook page and on the display boards in the Undercroft and does not open the Town Hall afterwards for refreshments.

Decision Required:

Members to consider the above recommendation

DEAL TOWN COUNCIL

Attach. 11

MEMORANDUM

To: All Members of Deal Town Council
From: Cllr C Turner
Date: 22nd November 2022
Subject: Climate Change Learning Day

Introduction

This proposal springs from comments from our STEM Consultant, Matthew Morris, on the occasion of the Annual Town Meeting on 26 April 2022.

He praised Deal Town Council for its progress towards achieving 'Net Zero Carbon Emissions by 2025' and indicated that DTC was well ahead of the game amongst local councils.

He further recommended that we liaise with other Local Councils, partly as a way of benchmarking what we are doing, but also as a way of sharing best practice.

Proposal

We propose a Deal Town Council Learning Day event, to be held in Deal.

The aims of the occasion are:

- to learn from each other.
- to encourage joint working between councils.
- to consider a joint Ambition Statement about future climate change actions.

Invitations will go to town and parish Councils in the immediate vicinity of Deal.

The occasion will aim to be "cost neutral", so there will be a small charge from participants to cover the necessary costs of the day.

A report of the day's proceedings will be presented to Full Council.

Recommendations.

1. Members to agree support for this event.
2. Members to delegate authority to the RFO and Climate Change Officer, in liaison with the Chair and Vice-Chair of the Environment Committee, to make the necessary arrangements.

Decisions Required:

Members to consider the above recommendations.



www.deal.gov.uk

ATTACH 12

Deal Town Council, Town Hall, High Street, Deal, Kent, CT14 6TR.

Tel: 01304 361999 - Email: deal.town.council@deal.gov.uk

The Minutes of the Planning Committee held on Monday 3rd October 2022 at 7.15pm

Present: Cllr A Stroud (Chairman) Mr R Green (Deal Society)
Cllr C Turner Mrs Eyvor Fogarty (FOND)
Cllr M Eddy

Officers: Laura Marney (Committee Clerk) Other: 1 member of the public

MINUTES

1	Chairman's opening remarks: The Chairman welcomed everyone to the meeting and read out the fire evacuation procedures.			Chairman
2	Apologies for absence: Cllr Susan Carlyle and Cllr Tony Grist.			Committee Clerk
3	Declarations of interest: To receive any declarations of interest from Members in respect of business to be transacted on the agenda. None received.			
4	Public Participation and Statements received: For councillor information: Members of the public may make representations, answer questions and give evidence at the meeting in respect of the business on the agenda. This shall not exceed 15 minutes. None received.			
5	The minutes of the planning committee meeting held on 5th September 2022 for approval and signing: Members RESOLVED: To accept the minutes of the Planning Committee meeting held on 5 th September 2022 as a true and accurate record. The Chairman duly signed the minutes. (P) ME (S) CT. All Agreed.			Chairman
6	Planning applications received:			Committee Clerk
	DDC Ref	Address	Proposal	
	22/01133	122 Rectory Road Deal CT14 9NG	Change of use to residential care home for children (Use Class C2)	
	22/01145	2 Sholden Bank Great Mongeham Deal CT14 9PF	Variation of Condition 3 (approved materials) to allow amendments of planning permission DOV/20/01147 (application under Section 73) for the erection of a two storey side extension (existing garage to be demolished)	
	21/01409	291 London Road Deal CT14 9PP	Erection of rear boundary wall and gate, front boundary fence and gate, and	
			Members RESOLVED: Objection. Insufficient information on the age of children at the home and would like to see views on the police report. (P) ME (S) CT. All Agreed.	
			Members RESOLVED: No Objection (P) ME (S) CT. All Agreed.	
			Members RESOLVED: No Objection (P) CT (S) ME. All Agreed.	

		NE boundary fences to front and rear gardens (existing walls and fences to be demolished) (amended plans)	
22/01147	183 Beach Street Deal CT14 6LY	External alterations to include replacement render, lead work, 5no. replacement windows to ground, first and second floors, hardsurfacing to courtyard, creation of bin store (part demolition of side wall and gates)	Members RESOLVED: No Objection (P) ME (S) CT. All Agreed.
22/01148	183 Beach Street Deal CT14 6LY	Replacement of existing cement render with lime render. Change of render colour. Replacement of 1st floor windows to all elevations. Installation of lead coping to parapet. Repair of cornice & quoins to front elevation. Replacement of existing roof covering to dormer, single & 2 storey additions to rear.	Members RESOLVED: No Objection (P) ME (S) CT. All Agreed.
22/01136	45 Glack Road Deal CT14 9ND	Erection of rear dormer roof extension and side roof extension to facilitate loft conversion. Insertion of 2no. front rooflights	Members RESOLVED: No Objection (P) CT (S) ME. All Agreed.
22/01174	63 Beach Street Deal CT14 6HY	Reinstalment of side entrance door and 2no. roof lights.	Members RESOLVED: No Objection (P) ME (S) CT. All Agreed.
22/01175	63 Beach Street Deal CT14 6HY	Demolition of load bearing wall between kitchen and dining room; demolition of wall between dining room and lounge; form draft lobby all to ground floor; new boiler vent to north elevation to 1st floor; raise ceiling level to existing bathroom at 2nd floor. Replacement of flat felt roof at 2nd floor level with double pitched Kent peg tiles roof; replacement of	Members RESOLVED: No Objection (P) ME (S) CT. All Agreed.

		flat felt roof to single storey rear addition with lead.	
22/01150	42 and 44 Cannon Street Deal CT14 6QA	Change of use from 2 flats to a single residential dwelling	Members RESOLVED: No Objection (P) ME (S) AS. All Agreed.
22/01199	91 Middle Street Deal CT14 6JN	Erection of single storey rear extension, insertion of rooflights and replacement windows	Members RESOLVED: No Objection (P) ME (S) CT. All Agreed.
22/01200	91 Middle Street Deal CT14 6JN	Erection of a single storey rear addition; erection of partition walls to form wc/utility to lower ground, bathroom to ground & ensuite to 1st floor. Insertion of 2no rooflights. Replacement windows to west (rear) elevation.	Members RESOLVED: No Objection (P) ME (S) CT. All Agreed.
22/01178	Land At Jute Fields Deal CT14 9ZL	Erection of 2no. detached dwellings, private access driveway and associated landscaping	Members RESOLVED: No Objection (P) CT (S) ME. All Agreed.
22/01097	311 St Richards Road Deal CT14 9LG	Conversion of garage to habitable room, insertion of 2no. French doors to rear, installation of Juliette balcony/glass balustrade to first floor rear elevation, rear raised patio extended, ramp and garden steps	Members RESOLVED: No Objection (P) ME (S) CT. All Agreed.
22/01040	15 Blenheim Road Deal CT14 7AJ	Outline application for the erection of a detached dwelling (with all matters reserved)	Members RESOLVED: Objection. Application has no indication of house design/basic layout or parking. Professional heritage assessment needed as this house is in conservation area. (P) CT (S) ME. All Agreed.

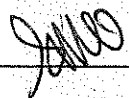
7

Premise Licence applications received:

REF	ADDRESS	PROPOSAL	DECISION
Premises Licence	Salentinos Unit B, Quarterdeck, 37-39 Beach Street, Deal CT14 6HY	Grant Premises Licence Late Night Refreshment Monday to Sunday 23.00 to 00.00 Alcohol Sales Monday to Sunday 10.00 to 00.00	Members RESOLVED: No Objection. (P) CT (S) AS. All Agreed.

Committee Clerk



	Premises Licence	The Sicilian 2 Stanhope Road Deal CT14 6AB	Full Variation Sale of Alcohol (on and off) Monday to Sunday 09.00 to 23.00 (New Years Eve and Valentines Day) 09.00 to 00.30 Live Music (New Years Eve and Valentines Day 23.00 and 00.30)	Members RESOLVED: No Objection. (P) AS (S) CT. All Agreed.	
8	Correspondence Received: 1) Deal Resident Planning Application: Members RESOLVED: Chairman & Committee Clerk to reply to resident and advise that Deal Town Council are only consultees in the planning process and that they have forwarded their correspondence onto DDC. (P) AS (S) ME. All Agreed. 2) Manston Airport Change Proposal: Following a lengthy discussion. Members RESOLVED: Committee Clerk to email back and find out height of freight aircraft and flight paths should they come over Deal. Suggest confirmation of a safe possible corridor between Lydd and Manston for general aviation and for the change proposal to make maximum use of estuary fly in and out to prevent noise pollution. (P) AS (S) CT. All Agreed.				Chairman/ Committee Clerk Committee Clerk
9	DDC Correspondence Received: Following a discussion Members RESOLVED: To express thanks to Cllr Carlyle for her work so far in liaising with DDC to arrange a meeting with Sarah Platt, DDC Head of Planning and Members agreed to note information. (P) CT (S) ME. All Agreed.				
10	DDC decisions: Members RESOLVED: To note the information. (P) ME (S) AS. All Agreed.				
	The Chairman closed the meeting at 8.20pm				



ATTACH 13

Deal Town Council, Town Hall, High Street, Deal, Kent CT14 6TR,
Tel: 01304 361999, E-mail: deal.town.council@deal.gov.uk

www.deal.gov.uk

**The Minutes of the Finance & General Purposes Committee Meeting held at Deal Town Hall on
Tuesday 11th October 2022 at 7.15pm**

Present: Cllr D Cronk (Chairman) Cllr S Beer (Vice-Chairman)
Cllr B Bano
Cllr M Eddy
Cllr T Bond
Cllr T Grist (FROM 7.32)

Officers: Mr P Bone (Responsible Finance Officer/Deputy Town Clerk)
Mrs H McAdam (Finance Asst.)
Mr C Hobbs-East (Market Officer)

MINUTES

1	Chairman's opening remarks: The Chairman welcomed everyone to the meeting and advised of the fire evacuation instructions and to switch phones off or to silent.	Chairman
2	Apologies for absence: Cllr E Rowbotham, Cllr C Oliver	
3	Declarations of interest: None received	
4	Statements received from members of the public on items relating to the agenda to be circulated at the meeting: The Chairman agreed to hear this statement at the agenda, item 7iv.	
5	The minutes of the previous Finance & General Purposes Committee meeting held on 19th July 2022 for approval and signing: Members RESOLVED: To accept the minutes of the Finance & General Purposes meeting held on the 19 th July 2022 as a true and accurate record. The Chairman then signed the minutes. (P)TB (S)ME All Agreed.	Chairman
6	Finance: Income & Expenditure figures and Full Bank reconciliation up to the 31 st August 2022: Members RESOLVED: To note the Income & Expenditure figures and Full Bank reconciliation up to 31 st August 2022. (P)TB (S)ME. All Agreed.	
7	Deal Town Council Markets: Cllr T Grist joined the meeting. i) Market Officer's report: Members RESOLVED: To agree the use of the Undercroft on Saturday 24 th December 2022 for 15 traders at £10.00 per table and to agree the use of the lift lobby as a Santas grotto on the 24 th December 2022 (P) ME (S) TB. All agreed. ii) Wednesday Market: Members RESOLVED: To agree to close the Wednesday Market indefinitely. (P) ME (S) SB. All Agreed iii) Undercroft Bookings: Members RESOLVED: The market officer to consult with the charities that have used the Undercroft regarding the proposal for free use of three tables for charities and to 12 tabletop Saturday Market Traders in the Undercroft each week. Market Officer to write a report regarding this to the next F&GP meeting on 22 nd November 2022. (P)SB (S)TB. All Agreed. iv) Saturday Market – Correspondence received: Members RESOLVED: To ask the member of the public to send a report to the RFO which would be discussed with the Market Officer and Chairman of the F&GP	Market Officer

	committee and their responses to be returned to the member of the public within one week. (P)SB (S)ME: All Agreed.	RFO/MO/ CHAIR OF F&GP
8	Deal Town Council Allotments: i) Members RESOLVED: To add two rules to the Allotment Tenancy Agreement that states that any new shed or greenhouse or similar structure that rainwater can be captured using guttering and a water butt, and also for existing allotment holders to take action to capture and preserve water by adding guttering and water butts and any other water saving actions within two years. (P) SB (S) ME All Agreed ii) Members RESOLVED: To accept the quote from the approved Allotments contractor for the pollarding of the Ash Tree at Park Avenue Allotments Site for a cost of £800.00. (P) SB (S) ME. All Agreed iii) Members RESOLVED: To accept the recommendations that Deal Town Council plants a number of small trees to further improve the slopes stability, and to erect a fence (with a gate for access for maintenance) at the foot of the slope in order to ensure that no inadvertent damage is caused to the slope by existing or future allotment holders. Also that specialist advice on the most suitable type of trees is obtained and that subject to obtaining suitable quotations and staying within budget, to delegate authority to the R.F.O in liaison with the Chairman of the F & GP to select suitable contractors to plant a number of small trees to further improve the slopes stability and to erect a suitable fence (with a gate for access for maintenance) (P) SB (S) ME All Agreed	Allotment Officer Allotment Officer RFO & CHAIR OF F&GP
9	Town Plan – Progress report: Members RESOLVED: To agree the recommendation of a further survey aimed at the under 50's should be carried out with a stall in the High Street or in the market, this should be completed by the end of December with an action plan and a format of the final report by the end of February 2023. (P)SB (S)ME All Agreed	Town Clerk/ RFO
10	Annual Return to 31st March 2022 - External Auditors report: Members RESOLVED :To note the external auditors report regarding the Annual Return to the 31 st March 2022. (P)TB (S)ME All Agreed	
11	Budget Review: Members RESOLVED: To note the budget review up to the 31 st August 2022 provided by the RFO. (P)ME (S)TB All Agreed	
	Chairman closed the meeting at 8.15 Date of the next F & GP Committee Meeting :22 nd November 2022	