

Schedule of Proposed Modifications (PMs) and Minor Proposed Modifications (MPMs) made from the Swanley Neighbourhood Plan (Submission Draft October 2023) to Referendum Version 2024.

Schedule of Proposed Modifications (PMs) provided by the Independent Examiner in his report dated 04 April 2024:

Note: Additions are show in **bold** and deletions denoted with ~~strikethrough~~.

Proposed modification number (PM)	Page no./other reference	Modification
PM1	Page 19 Objective 7	Modify objective to read: To enable improvements to the Town Centre, public realm, and open spaces of Swanley that respect and reinforce their character and prevent the loss results in the net gain of trees and biodiversity.
PM2	Page 26 Policy SwSD1	Modify the policy to read: The Neighbourhood Plan recognises that there are Green Belt sites in the Neighbourhood Plan area which may be removed from the designation by Sevenoaks District Council in order to meet its development needs. The NPPF requires these new boundaries to be permanent and therefore any further removal of strongly performing Green Belt land during the Local Plan period is not supported. The Neighbourhood Plan supports developments on brownfield sites within the Green Belt. that are poorly performing against the purposes set out in the NPPF. Such sites may come forward for development through allocation in the new Sevenoaks Local Plan. These may have potential to deliver benefits that should be secured through the design, layout and use of each site. In these cases, they will only be supported only where they meet all the policies in the Swanley Neighbourhood Plan and are supported by public transport infrastructure. Development proposals on Green Belt sites other than those identified as poorly performing will not be supported.
PM3	Page 38 Policy SwC2	Modify policy to read: Development proposals that result in any loss of green spaces as shown on Map 7, across all types of green space within the Neighbourhood Plan area, will be supported only where replacement green

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		spaces are provided for public use which are suitably located and equal or superior in terms of size and quality. All development must demonstrate a measurable biodiversity net gain in alignment with the Environment Act 2021. Ecological impact assessment must accompany relevant planning applications; and Statements for the protection/enhancement of protected/priority species and habitats must be submitted where relevant.
PM4	Page 39 Policy SwC3	Modify clause b) to read: b) Proposals offer feasible, viable and justified alternative benefits to the community in terms of access to space to assemble, worship, participate in educational activities and personal or civic celebrations.
PM5	Page 50 Policy SwCD&H1	Modify bullet point four to read: Incorporate publicly accessible amenity and play space within the site area wherever possible.
PM6	Page 50 SwCD&H2	Modify the start of the first sentence to read: Development proposals for in Swanley Village, should ...
PM7	Page 50 SwCD&H3	Modify the introductory sentence to read: The following have been identified as non-designated heritage assets and should be assessed against relevant local and national policies in planning applications that affect their significance. to ensure their protection into the future.
PM8	Page 64 Policy SwH2	Modify the second clause to read: Housing layouts must demonstrate how homes meet the storage requirements in the NDSS. Proposals that would result in a reduction in the overall storage space caused by the need to accommodate without being impacted by plant for mechanical ventilation and heating kit, will not be supported.
PM9	Page 74 Policy SwEE1	Modify the wording to read: Proposals to upgrade or intensify or extend the employment sites on MAP11 are will be supported in principle.
PM10	Page 75 Policy SwEE2	Modify clause b) to read:

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		Marketing of the site over a period of a minimum of 6 12 months demonstrates that there is no realistic prospect of the use of the site for employment purposes,
PM11	Page 75 Policy SwEE3	In the introductory sentence of the policy insert after 'smaller employment sites': (sites of less than 1ha in area or less than 1,000 sqm of employment space).
PM12	Page 81 Under the Cycling section	Add the following sentence: Attention is drawn to the emerging Sevenoaks District Council's Local Cycling and Walking Improvement Plan.
PM13	Page 92 Policy SwT1	Modify the first clause of the policy to read: All new developments close to abutting the A20 and M25 corridors,
PM14	Page 92 Policy SwT2	Modify the second sentence of the policy to read: All new developments should, where feasible, viable and justified , incorporate segregated cycle access ways and adequate storage for bicycles in accordance with policy SwT4.
PM15	Page 92 Under the 'Walking' section of supporting text	Add the following to the supporting text: Public Rights of Way (PRoW) Kent County Council (KCC) has a statutory duty to protect and improve public rights of way in the County. Swanley Town Council will work with the County Council to improve PRoW. Attention is drawn to KCC's Rights of Way Improvement Plan (2018-2026); the emerging Kent Cycling and Walking Improvement Plan; and the emerging Sevenoaks District Council Local Cycling and Walking Improvement Plan.
PM16	Page 93 Policy SwT4	Delete <u>all</u> of policy SwT4.
PM17	Page 94 Policy SwT5	Modify clauses a), b) and d) of policy SwT5 to read: a) Residential developments of 50 or more dwellings should shall have a minimum of two access roads onto the main carriageways.

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		<p>b) All developments shall should be well lit with artificial lighting to roads and footpaths using energy efficient LED lighting.</p> <p>d) all developments should have dedicated cycle ways where feasible, viable and justified.</p>
PM18	Page 96	<p>Modify the title of this chapter to read:</p> <p>ASPIRATIONAL PROPOSALS THAT MAY CONTRIBUTE TO ACHIEVING TO ACHIEVE THE SWANLEY NEIGHBOURHOOD PLAN VISION AND OBJECTIVES.</p>

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The following PMs as recommended by the Independent Examiner affect more than one page number.

For ease of clarification and where the additional page numbers have not been identified in his Report, these are indicated in **bold** under “Page no./other reference”:

Proposed modification number (PM)	Page no./other reference	Modification
PM19	18, 22, 27, 40, 41, 76 and 87	Refer to the December 2023 version of the NPPF and update paragraph references where they have changed.

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Schedule of Minor Proposed Modificationsⁱ (MPMs) provided by Swanley Town Council (STC):

Note: Additions are shown in **bold** and deletions denoted with ~~strikethrough~~.

Minor proposed modification number (MPM)	Page Number (Submission Draft October 2023)	Section	Original Text (Submission Draft October 2023)	Revised Text (Referendum Version 2024)
MPM1	1	Contents	11. Proposals to achieve the Swanley Neighbourhood Plan Vision and Objectives	Chapter title updated. 11. Aspirational proposals that may contribute to achieving Proposals to achieve the Swanley Neighbourhood Plan Vision and Objectives
MPM2	21	Summary of neighbourhood plan policies	SwT4 Cycle and Parking Standards 91 SwT5 Access for Vehicles Pedestrians and cycles 94 Proposals to achieve the Swanley Neighbourhood Plan Vision and Objectives	Policy deleted, re-numbering of the following policy and chapter title updated. SwT4 Cycle and Parking Standards 91 SwT54 Access for Vehicles Pedestrians and cycles 94 Aspirational proposals that may contribute to achieving Proposals to achieve the Swanley Neighbourhood Plan Vision and Objectives
MPM3	25	Planning policy background for Sustainable Development in Swanley.	Two parcels recommended for further assessment in Swanley lie to the northeast of	Corrected description of location of one parcel. Two parcels recommended for further assessment in Swanley lie to the northeast of

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			the town and one to the southeast. All parcels are at the extremities of the built-up area of Swanley Town.	the town and one to the northwest . All parcels are at the extremities of the built-up area of Swanley Town.
MPM4	28	Community Infrastructure in Swanley: Current Provision and Issues Health Facilities	<p>The Dartford, Gravesham, and Swanley Clinical Commissioning Group have identified that the Oaks and Cedars Surgeries serving the town are currently over capacity.</p> <p>...</p> <p>In the event four potential site options were considered for a new Health and Wellbeing Hub by the Clinical Commissioning Group and the Oaks and Cedars surgeries and work will progress on this. In the meantime, the Neighbourhood Plan policy is proposed to ensure that a new Centre is in the defined Town Centre.</p>	<p>Updated reference from Clinical Commissioning Group to Health Care Partnership.</p> <p>The Dartford, Gravesham, and Swanley Clinical Commissioning Group Health Care Partnership (HCP) have identified that the Oaks and Cedars Surgeries serving the town are currently over capacity.</p> <p>...</p> <p>In the event four potential site options were considered for a new Health and Wellbeing Hub by the Clinical Commissioning Group HCP and the Oaks and Cedars surgeries and work will progress on this. In the meantime, the Neighbourhood Plan policy is proposed to ensure that a new Centre is in the defined Town Centre.</p>
MPM5	35	Community Infrastructure in Swanley: Current Provision and Issues	<p>The majority of these () are council owned or schools.</p>	<p>Number added.</p> <p>The majority of these (7) are council owned or schools.</p>

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		Community Buildings		
MPM6	62	The views of Swanley People	<p>A resident questionnaire survey undertaken in 2018 asked for resident’s views on several issues related to housing based on recent developments in the Town centre and concerns that had also been expressed on housing types, affordability, and an overall view on whether there as a need for new homes in the Neighbourhood Area.</p>	<p>Word corrected from ‘as’ to ‘is’.</p> <p>A resident questionnaire survey undertaken in 2018 asked for resident’s views on several issues related to housing based on recent developments in the Town centre and concerns that had also been expressed on housing types, affordability, and an overall view on whether there is a need for new homes in the Neighbourhood Area.</p>
MPM7	76	Planning Policy background for Transport in Swanley	<p>Kent County Council</p> <p><i>The role of the County in relation to transport means that its work on walking, roads and cycling is of important relevance to the neighbourhood plan. In particular:</i></p> <ul style="list-style-type: none"> <i>The Rights of Way Improvement Plan which seeks to protect and improve Public Rights of Way</i> <i>Framing Kent’s future 2022-2026 which seeks to take an “Infrastructure First” approach to development, manage climate change impacts and protect the natural environment.</i> 	<p>Explanatory text and details provided for clarification.</p> <p>Kent County Council</p> <p><i>The role of the County in relation to transport means that its work on walking, roads and cycling is of important relevance to the neighbourhood plan. In particular:</i></p> <ul style="list-style-type: none"> <i>The Public Rights of Way Improvement Plan (RoWIP) which seeks to protect and improve Public Rights of Way</i> <i>Framing Kent’s future 2022-2026 which seeks to take an “Infrastructure First” approach to development, manage climate change impacts and protect the natural environment.</i> <i>The production of the Kent Local Cycling and Walking Infrastructure Plans (</i>

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			<ul style="list-style-type: none"> The production of Local Cycling and Walking Infrastructure Plans (LCWIP) which seek to 	<p>LCWIP which seeks to provide a strategic framework for improving walking and cycling infrastructure in Kent.</p>
MPM8	79	<p>Transport in Swanley – Current Provision and Issues</p> <p>Bus</p>	<p>Swanley Station, which is situated in the centre of the town provides Southeastern and Thameslink services to Ashford International, Canterbury West, Gillingham, London (Victoria and Blackfriars) and SDC. More recently the London Bridge Line increases Swanley’s connections into London.</p>	<p>Text relating to trains deleted and moved to section on trains.</p> <p>Swanley Station, which is situated in the centre of the town provides Southeastern and Thameslink services to Ashford International, Canterbury West, Gillingham, London (Victoria and Blackfriars) and SDC. More recently the London Bridge Line increases Swanley’s connections into London.</p>
MPM9	81	<p>Transport in Swanley – Current Provision and Issues</p> <p>Cycling</p>	<p>Current cycling route provision in Swanley is limited as shown in MAP 14 below. The Sevenoaks Cycling Strategy and SWECO Transport Study proposes further routes in the town to improve the current position where only two routes are provided (see MAP 17 in the next chapter).</p>	<p>Explanatory text regarding Local Cycling and Walking Improvement Plans added.</p> <p>Current cycling route provision in Swanley is limited as shown in MAP 14 below. The Sevenoaks Cycling Strategy and SWECO Transport Study proposes further routes in the town to improve the current position where only two routes are provided (see MAP 17 in the next chapter).</p> <p>Attention is drawn to the emerging Sevenoaks District Council’s Local Cycling and Walking Improvement Plan which seeks to provide a strategic approach to identifying cycling and</p>

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				walking improvements needed at the local level.
MPM10	83	<p>Transport in Swanley - Current Provision and Issues</p> <p>Train</p>	<p><u>Train</u></p> <p>The number of residents traveling to work by train according to the 2021 census is small at less than 13% despite the availability of Oyster cards. This may be due to the increase in working from home during the COVID pandemic, but car use for travel to work is still very strong with over 70% of residents choosing this mode.</p> <p>Dropping off and picking up using motor cars at Swanley station causes problems of congestion, particularly at peak times when trains are often full and have standing room only.</p>	<p>Text relating to trains moved from section on buses to section on trains. Correction referring to Sevenoaks rather than SCC.</p> <p><u>Train</u></p> <p>The number of residents traveling to work by train according to the 2021 census is small at less than 13% despite the availability of Oyster cards. This may be due to the increase in working from home during the COVID pandemic, but car use for travel to work is still very strong with over 70% of residents choosing this mode.</p> <p>Dropping off and picking up using motor cars at Swanley station causes problems of congestion, particularly at peak times when trains are often full and have standing room only.</p> <p>Swanley Station, which is situated in the centre of the town provides Southeastern and Thameslink services to Ashford International, Canterbury West, Gillingham, London (Victoria and Blackfriars) and Sevenoaks. More recently the London Bridge Line increases Swanley's connections into London.</p>
MPM11	84	<p>Transport in Swanley -</p>		Wording deleted to remove duplication.

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		<p>Current Provision and Issues</p> <p>Cars and roads</p>	<p>The level of car ownership in the three wards of Swanley according to the 2021 census show that 42% of households have access to at least one car and 37% have access to more than 2.</p> <p>....</p> <p>Car ownership in the three Wards of Swanley is very high. With 42% of residents having at least one car and 37% with access to more than 2. There are 656 homes proposed to be built in Swanley over the plan period which will result in an increase in vehicles on roads in the Neighbourhood Plan area. There will be additional congestion and further development will not be sustainable.</p>	<p>The level of car ownership in the three wards of Swanley according to the 2021 census show that 42% of households have access to at least one car and 37% have access to more than 2.</p> <p>....</p> <p>Car ownership in the three Wards of Swanley is very high. With 42% of residents having at least one car and 37% with access to more than 2. There are 656 homes proposed to be built in Swanley over the plan period which will result in an increase in vehicles on roads in the Neighbourhood Plan area. There will be additional congestion and further development will not be sustainable.</p>
MPM12	92	<p>Neighbourhood Plan Policies and Proposals</p> <p>NP Policy SwT2 - Cycling</p>	<p>Cycling is encouraged as an alternative mode of transport to the motor car on safe, designated cycle routes whenever possible to reduce pollution and traffic congestion.</p> <p>All new developments <i>should</i> incorporate <i>segregated</i> cycle access ways and adequate storage for bicycles in accordance with Policy SwT4</p>	<p>Reference to deleted policy removed.</p> <p>Cycling is encouraged as an alternative mode of transport to the motor car on safe, designated cycle routes whenever possible to reduce pollution and traffic congestion.</p> <p>All new developments <i>should</i>, where feasible, viable and justified, incorporate <i>segregated</i> cycle access ways and adequate storage for bicycles. in accordance with Policy SwT4</p>

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MPM13	94	Neighbourhood Plan Policies and Proposals	NP Policy SwT5 Access for Vehicles, Pedestrians and Bicycles	Policy numbering amended following deletion of policy. NP Policy SwT 5 4 Access for Vehicles, Pedestrians and Bicycles
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ⁱ Minor modifications as defined in Paragraph: 106 Reference ID: 41-106-20190509

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Revision date: 09 05 2019:

Updating a neighbourhood plan

In what ways can a neighbourhood plan or order be changed?

There are 3 types of modification which can be made to a neighbourhood plan or order. The process will depend on the degree of change which the modification involves:

- Minor (non-material) modifications to a neighbourhood plan or order are those which would not materially affect the policies in the plan or permission granted by the order. These may include correcting errors, such as a reference to a supporting document, and would not require examination or a referendum.
- Material modifications which do not change the nature of the plan or order would require examination but not a referendum. This might, for example, entail the addition of a design code that builds on a pre-existing design policy, or the addition of a site or sites which, subject to the decision of the independent examiner, are not so significant or substantial as to change the nature of the plan.
- Material modifications which do change the nature of the plan or order would require examination and a referendum. This might, for example, involve allocating significant new sites for development.