

Dover District Local Development Framework Infrastructure Summit

Outcomes Report



**The Ark, Dover
Monday 15th January 2007**

Dover District Local Development Framework Infrastructure Summit

The event was organised by Dover District Council to bring together stakeholders responsible for the range of infrastructure provision across the District. The session aims were to:

- Provide a briefing and opportunity for discussion on the LDF consultation process
- Identify infrastructure implications of the 4 options for development
- Encourage stakeholders to make a formal response to the consultation

The session was facilitated by Peter Woodward and Jane Lloyd of Quest Associates. The outcomes were written up by the groups on work boards during the sessions. These have been transcribed into this report for clarity.

Delegates

- Karen Green, Dover Age Concern
- Anne Fido, Kent County Council
- Richard Lawrence, Dover Pride
- Dennis Stevenson, Kent County Council
- Christine Waterman, Dover District Council
- Richard Christian, Dover Harbour Board
- Jonathan Crabb, WSP Development & Transportation
- Gillian Gayton, Dover District Council
- Brian Gibson, Dover District Council
- Adrian Neve, Peter Brett Associates
- Denise Roffey, Kent County Council
- Josh Coleman, South Kent College
- George Chandler, Kent County Council
- Margaret Cox, Citizens Forum
- Julian Dipper, Kent County Council
- Paul Hoppen, Environment Agency
- David Nuttall, Southern Water
- Suzy Tigwell, Dover District Council
- Su Brown, Eastern and Kent PCT
- Paul Flaherty, Kent Fire and Rescue
- Heidi Golden, Dover District Council
- Howard Jones, East Kent Hospitals NHS Trust
- Bob Perfect, Kent County Council
- Janet Waghorn, East Kent Partnership
- Derek Hall, KCC Planning Officer
- Ian Gifford, Kent County Council
- Claire Martin, Eastern and Coastal PCT
- Denis O'Donovan, Kent County Council
- Sandra Stubenrauch, English Partnerships
- Mark Styles, Learning & Skills Council
- Lin Dykes, CASE Kent

Considering Infrastructure Implications of LDF

5 break-out groups considered the following questions:

1. What are your major current plans to upgrade services/ infrastructure in Dover District?
2. What significant problems/issues with services/ infrastructure do you face in Dover District?
3. What additional infrastructure is required to support Options 1- 3 in the LDF?

Group A: Facilitated by Peter Woodward

- Anne Fido, Kent County Council
- Karen Green, Dover Age Concern
- Richard Lawrence, Dover Pride
- Dennis Stevenson, Kent County Council
- Christine Waterman, Dover District Council



Major Current Plans

- Sandwich
 - Check Sandwich 'Health Check' – Market Town
- Deal
 - Deal Library is having a major refurbishment 2007/8
- Rural Areas
 - Who is looking at the infrastructure linkages between Aylesham and Snowdown?
- Dover
 - Riverside Centre completed to match increased demand
 - Discovery Centre provided- but major parking issues and access problems- Public Realm Strategy addressing this.
 - Refurbishment of the theatre 07/08
 - Public Realm Strategy October 06 – prompt to investment
 - £1.8m to spend on private sector housing. Regional Housing pot rented/owner occupied 07/09 targeted at deprived wards
 - KCC 'Empty Property Project' (possible £1m for Dover) 07/08
 - Dover Town Investment Zone- large mixed development scheme – SEEDA/EP/ASDA e.g. £180m
 - High speed link 14th December 2009- first train service (60 mins) start 2008? Completed 2012? Dover Priory – refurbishment – link to Ashford line.
 - Part of Dover Expansion- development of Western Docks- 5 years. £BIG! Mostly private sector.
 - Transportation strategy for Dover including parking strategy. Making sense of transport infrastructure.
 - Mid town development-2011? Pencester, Biggin Street, Ladywell- embryonic
 - White Cliffs Business Park- Phase 2 approved. £150m, 5-6 years to complete
 - Review of Sheltered Housing (whole district). Decide on future provision beyond 2007. Big question is do we need public sheltered housing?
 - KCC undertaking 'Supporting People Review'

- Police plan for dedicated PCSO in every ward??
- General
 - Growth in provision for the elderly needed (funding issue)
 - Health issues are going to escalate. Key implications for PCT
 - Major implications for disability access issues
 - Lack of services/infrastructure for young people- what makes it attractive for young people to locate/stay in Dover District?

Option 1A

- Sandwich, Deal, Rural – no major infrastructure implications
- Dover
 - Greenfield /out of town development (Barracks)
 - Key concern is that it must be linked with the town centre activity and development
 - It makes sense to take opportunities to develop all brownfield sites in Dover if there is a choice. Need to look at differential infrastructure costs.
 - DTIZ
 - Mid town, Coombe Valley, Buckland Mill, North Town, Western Docks
 - Better use of existing stock
 - Explore/utilise all opportunities that don't require additional/ new infrastructure
 - Shortage of private sector housing providers willing to invest
 - Leisure facilities would need to be upgraded
 - Transport infrastructure costs
 - KCC Development Investment Guide helps determine private sector contribution to infrastructure
 - KCC Community Director- not significant enough to increase community service provision. Specific to Whitfield adult education, Youth, communities etc.
 - Could be a need for more youth provision in Whitfield area?
 - Crime and disorder (police) thresholds??

Option 2

- Sandwich, Deal, Rural – no major infrastructure implications but need for decent transport infrastructure
- Dover
 - Ditto except how do we ensure deprivation in town is alleviated and the town centre regeneration is enhanced by peripheral area development?
 - Increase in housing still below the threshold for major new static community provision- possible need for community centre.

Option 3 - Dover only

- This looks like a new village
- Clear need for youth and community provision- community hall? Increase mobile provision
- Age Concern need to increase provision for elderly services from 2-3 times a week to daily.
- Increases population of Dover by one fifth. Concern about impact on town centre. How do we see this as a Dover development not as a satellite of Canterbury.

Group B - Facilitated by Adrian Fox

- Richard Christian, Dover Harbour Board
- Jonathan Crabb, WSP Development & Transportation
- Gillian Gayton, Dover District Council
- Brian Gibson, Dover District Council
- Adrian Neve, Peter Brett Associates
- Denise Roffey, Kent County Council
- Josh Coleman, South Kent College



Major Current Plans

- Sandwich
 - East Kent Access Road
 - Quality side of port OK at the moment
 - Nearing capacity of car parking
 - No air quality problem nor build up of traffic – access is adequate
 - Noise source at Sandwich industrial estate, which is adjacent to housing development.
- Deal
 - Similar picture in terms of quality and capacity issues for car parking
 - Increase traffic flows along the A258- impact on the Port
 - Cannon Street master plan exercise being undertaken for a community facility and 80 units
 - Air Quality not a major issue- increase in traffic will not be sufficient but might be a problem.
- Rural
 - Betteshanger Country Park (due to open in May 2007) and Betteshanger industrial Estate- granted planning approval
 - Upgraded road network
 - Aylesham 1000 dwellings/community facilities and upgrading the village
- Dover
 - South Kent College (SKC) - looking at Mid Town Area. NHS, Dover Pride & KCC- initial feasibility study of this area. SKC looking at a £25 m investment. Improve the range of courses on offer. 3 year plan 100% access and learning.
 - Air quality- air management zones already identified. Mid Town- need to be aware in an area of poor air quality.
 - Port of Dover
 - 30 year master-planning exercise. Currently reaching capacity in terms of freight traffic. Freight traffic will double in 30 years- 9,000 lorries per day.
 - Increase in the number of car traffic
 - Strategic road network reaching capacity
 - Looking at redeveloping the Dover Western Docks- creating new ferry terminals (submitting planning applications) £250-300m investment end of year- start building 2009. Considerable work done by 2012.
 - Parking zone for holding lorries for the Port to avoid Operation Stack.
 - Car parking in the town centre reaching capacity- information from car parking survey and Dover Transport Study will help to formulate a view on this.

- CTRL domestic service coming to Dover Priory Station
- Dover Eastern Docks- building a new egress road. £2-3m investment.

Option 1A

- Sandwich
 - Car parking reaching capacity- ageing population. Greener forms of transport could influence. 0-5 years. (Peter Brett)
 - Need to look at air quality issues in Sandwich town. (Environmental Health)
- Deal
 - Land at Sholden. A258 already congested when entering Deal
 - Development more likely to put pressure on existing car parking. Need to investigate public transport
- Rural Areas
 - No specific issues
- Dover
 - South Kent College- option may affect their investment but depends on what the composition is (i.e. family housing). Within 10 years and timetable may need to provide more facilities.
 - Whitfield roundabout would need upgrading to cope with the increase in traffic.
 - If development does take place at Whitfield you would need to introduce an air quality receptor- need to position housing back from the A2 to address air quality issues.
 - Any development would need to militate against the noise from the A2.

Option 2

- Sandwich
 - No development as part of option
- Deal
 - Car parking issues in the town (Peter Brett)
 - No air quality issues
- Rural
 - No specific issues
- Dover
 - New link to A256- need to consider the A2 as well
 - May result in demand to improve the A2 Guston to Duke of York's roundabout
 - South Kent College- increase in housing will impact on facilities at SK College
 - WSP- development of this size would help to improve public transport links to the town
 - Port of Dover- development that is planned at Whitfield needs to be considered in relation to the CTRL train services- additional traffic flows from Whitfield to the railway station

Option 3 – Dover only

- Need to look at upgrading the Singledge Lane junction with A2
- Need to make 'Dover' very attractive for the Whitfield residents otherwise they will go to Canterbury
- If the A2 is downgraded it may discourage people using this route. Proposal would have negative effect on Townwall Street in terms of air quality. Lorries won't want to use the A2 as it involves extra mileage.

- People need a quicker and more attractive route into Dover to avoid people driving through Dover.
- Trigger review of A256 junction with A2.

Group C - facilitated by Mike Ebbs, Jane Lloyd

- George Chandler, Kent County Council
- Margaret Cox, Citizens Forum
- Julian Dipper, Kent County Council
- Paul Hoppen, Environment Agency
- David Nuttall, Southern Water
- Suzy Tigwell, Dover District Council



Major Current Plans

- Sandwich
 - East Kent Access Road- opening in phases starting autumn 2008
 - Sea defences are being improved- a big scheme (Environment Agency)
 - The expansion of the strategic mains currently in conjunction with the East Kent Access Road. Not sure will serve the scale of development proposed (Southern Water).
- Deal- No specific concerns but see district wide concerns.
- Rural Area- foul sewer capacity is a problem in Ash
- Dover
 - Modelling of the River Dour is happening this year (Environment Agency)
 - Dover has sewerage capacity issues now. The initial sift through studies has identified this. Other options will require further studies.
 - Enhanced sheltered housing is needed. Better leisure facilities for elderly people are needed, especially those in residential care.
- District wide issues
 - Sheltered accommodation and complementary services required throughout the District.
 - The increase in elderly population will put pressure on services even without more development- housing, leisure, public transport, access to services.
 - Transport to hospitals for patients and their visitors is a key problem throughout the District, especially direct routes to hospital.
 - Sewerage capacity is limited throughout the District, including rural areas. There is a Southern Water study underway reporting in March that will report on proposals for development in Option 2 (Option 1 allocations fall within Option 2)
 - Need radical rethink on transport
 - Consider trunk road capacity to and from the Port of Dover. The Port is 'owned' by the whole country- this has spill over implications.

Option IA

- Sandwich, Deal & Rural Areas
 - Flood risk sequential tests needed- this undertaken at planning application stage
 - Sewerage system capacity is a problem- investigations in connection with Ofwat bids are being carried out but would need developer with requisition to complete the assessment

- Waste water treatment works capacity and water quality discharge is a query especially with standards being raised. This will be picked up by Southern Water capital programme once the scale of population is known.
- Dover
 - Does the Whitfield site need a new primary school?
 - Surface water drainage is an issue in Dover
 - Connaught Barracks site- address the potential for isolation from the rest of the town. Access to shops and town centre generally will be needed.

Option 2

- Sandwich, Deal, Rural areas
 - Sewerage system capacity- same as for options 1 and 1A.
 - Eythorne has a particular sewerage capacity problem
- Dover
 - Whitfield needs its own master plan with development on this scale

Option 3- Dover only

- Sewerage capacity needs checking and also capacity of water treatment plant
- Environment Agency is generally not in favour of any Greenfield development
- Kent County Council is concerned that the core of Dover town could suffer with the development of a new growth centre on the edge of town. There are community cohesion issues that need to be looked at.
- Also development on this scale has far reaching implications for existing services. It could for example skew transport services (buses) in Dover Town, leading to reduced services in some areas as providers provide services in Whitfield.
- There are potentially significant road/congestion implications for the town centre.
- We need to be sure that Whitfield doesn't become a satellite for Canterbury or Ashford.

Group D- facilitated by David Whittington

- Su Brown, Eastern and Kent PCT
- Paul Flaherty, Kent Fire and Rescue
- Heidi Golden, Dover District Council
- Howard Jones, East Kent Hospitals NHS Trust
- Bob Perfect, Kent County Council
- Janet Waghorn, East Kent Partnership
- Derek Hall, KCC Planning Officer



Major Current Plans

- Sandwich
 - Lack of provision for the elderly- carers and paid providers are hard to get. Age Concern needs developing in the area. The market is not responding. Need to develop the concept of 'homes for life' (people are living longer and staying at home)
 - Partnership working
 - No Fire Service, East Kent Hospitals, or Community development issues.
- Deal
 - Impact of Richborough wind farm on East Kent access road

- Transport to and from Deal on major roads and access to QEQM in Margate. There are public transport issues- access is desirable if this is to be an upcoming place to live.
- Lack of community facilities- north of Deal.
- Lack of business premises within Deal
- Lack of properties suitable for disabled people in Deal
- Deal Age Concern- developing in area
- Rural Areas
 - Natural East Kent and diversification of countryside and rural economy
 - Rural areas add to the quality of life for all district residents
 - Rural care for the elderly- older people need more care (life Homes)
 - Transport infrastructure needed especially public transport in rural areas for disable people.
- Dover
 - Exploring other options to Buckland Hospital- bad location and old premises
 - Need to identify a 'centre' for the town- use of GP's
 - Quality of housing- not adaptable. More people are staying in their homes when ill rather than going to hospital.
 - Dover Pride etc- port expansion plans- increase in freight.
 - Attractiveness of Dover town centre as a catalyst for employment, adaptable housing, tourism
 - Transport- infrastructure for the whole district

Option 1A

- Sandwich, Deal & Rural Areas
 - No additional issues
- Dover
 - Dover College area- synergy between activities
 - GP issues at Whitfield- would need to be accessed with good infrastructure

Option 2

- Deal
 - Transport issues will increase
- Rural Areas
 - Smaller services in villages would be affected. Could be negative. Would need to have services back.
- Dover
 - Transport issues
 - Property ladder- quality design- mix
 - Schools
 - GP would need testing- is it justifiable?
 - Buckland hospital- housing- brownfield site.

Option 3- Dover only

- Fire and Rescue- No issues as further housing development is low level risk
- Water provision?
- Mains service provision
- Transport- road infrastructure
- Employment issues

- Age Concern- getting the workers in and providing social care/health services – these must be needs led.

Group E- facilitated by Andrew Steen

- Ian Gifford, Kent County Council
- Claire Martin, Eastern and Coastal PCT
- Denis O'Donovan, Kent County Council
- Sandra Stubenrauch, English Partnerships
- Mark Styles, Learning & Skills Council
- Lin Dykes, CASE Kent



Major Current Plans

- Sandwich
 - Practice based commissioning- 4 to 1 PCT. GP clustering in Sandwich and Deal.
 - Move to community led services
 - GP's identify local need. Respond to needs of community. Market Place GP surgery needs extension.
 - Services commissioned in a cluster
 - Not planning any changes to meet existing needs.
 - Education- respond to need. Number seeking school places. Generally things OK. Impact from surrounding areas.
 - Highways- the Depot needs planning permission for development so that they can sell to invest in Dover.
 - Social services- reshaping so practitioners can visit clients. Reduction in office spaces- more travel. Spare offices in Sandwich.
 - Not much of a regeneration agenda in Sandwich.
 - No learning and skills issues in Sandwich. Need to know where people go to learn. Transport issues are linked to training.
 - Voluntary sector- consultation on support of voluntary sector. Served by Thanet as well as Dover. Part of East Kent- identify issues.
- Deal
 - PCT- residents often use Dover Services so transport is an issue.
 - Closing Ripple School, amalgamating South Deal and Mongeham Primary Schools. Just coping with the decline in numbers so there will be a future impact on the secondary sector.
 - There is no 6th form provision- pupils need to travel to Sandwich & Dover. The least popular schools will decline in numbers.
 - The Job Centre is closed in Deal- now served by Dover
 - No other KCC activities planned
 - No Learning Skills Council plans currently.
- Dover
 - PCT have 'Dover Project'- services to be community based and accessible to local people.
 - Aylesham master plan and Buckland Mill- good practice but need to go further and need to be involved early (PCT)
 - Education- same as Deal issue- too many schools for the number of children. There is a proposal to amalgamate two primary schools. Secondary education is OK. Pupils are coming from outside Dover. There may be an issue in 3-4 years.
 - The new FE college may have some impact.

- County Council pressures include dealing with immigration, public health and highways. Aiming to use property assets to meet pressures.
- Main site for East Kent highway maintenance
- Need a new site for waste
- English Partnerships- helping to deliver housing and looking to acquire sites for regeneration
- South Kent College is starting to investigate the redevelopment of sites. The LSC is to fund and assist in this. Will need to take account of options with the aim of increasing participation in education post 16 years.
- The voluntary sector has a capacity issue. SRB has ended and there is not enough funding for urban areas.

Option 1A

- Districtwide
 - Sandwich can deal with all options
 - Sholden, Deal- may move Sholden school into development
 - Aylesham – existing plan, 48% surplus spaces in primary school
 - Sandwich- need to be aware of flood defences from river
 - Unlikely to have much affect on LSC
 - Community buildings generally- need to consider funding for and on-going management of community buildings
 - All health services would be strained. Not possible to quantify.
 - Dental services are a problem.
 - Money is supposed to follow the patient so costs will come from outside East Kent
 - Whitfield- there are no GP or dental services locally so people will have to travel into Dover. We will need additional services to keep people well.
 - All options can absorb town centre developments.
 - Any further development at Whitfield will need an additional primary school- there are no links across the A2 for school children
 - Social Services office may have to move to Whitfield
 - Road re-engineering (valid for all options) including road crossings on A258 and A2
 - Need to provide links into Whitfield developments
 - Town centre- part funding
 - Marina as an attraction to keep visitors
 - Option 1A has relatively small impact on LSC
 - Whitfield will cause environmental impact due to car being needed to get anywhere. It will lose its village status

Option 2

- Extra growth will have an impact on LSC plans. There will be a need for post 16 education

Option 3

- Extra capacity will be needed at colleges

Key Messages on the LDF

Each group was invited to feedback up to 3 key messages related to their discussions on the LDF process and infrastructure:

Group A

- Essential to probe the differential infrastructure provision costs- key strategic issue
- How do you ensure any development in Dover is a real catalyst to support regeneration of the town?
- Consider the needs of youth and elderly due to current levels of provision in the area

Group B

- Understanding how you will deal with the planned growth at the Port and the LDF options
- Traffic congestion/ environmental issues associated with the developments
- If you don't go big enough you do not have the critical mass to solve the traffic problems; too large could create additional traffic problems

Group C

- Given the likely increase in elderly population, there will be an even greater need for enhanced sheltered accommodation and elderly person services- this need already exists across the District
- Direct access to hospitals - some of which are outside the District-is urgently needed. Transport to hospitals for patients and visitors is already an issue.
- Sewerage mains capacity (for all options) is a major issue

Group D

- Movement of people- transport- access-freight-walking- cycling- in and out of town
- Dover Health Centre- future developments.

Group E

- Threat of decline- where are the jobs?
- Transport- car or public? And the issue of carbon offsets.
- Why start with Housing? What is quality of life- liveability?

- Option 3 will create major structural changes within the town
- The port will be doubling freight traffic in the next 30 years- last year the increase was 13-15%. The transport study will illuminate on this.
- With reference to options 2 and 3- will people live here and commute elsewhere?
- Perhaps need to consider the implications and comparisons of France as an adjoining region.
- How will people live quality lives in 2026?

Individual participant feedback on LDF

- Move LDF process towards building vibrant community and regenerating the District rather than Greenfield house building (change of emphasis/marketing approach)

- You need to get the infrastructure providers to give you some reliable hard data to satisfy your choice of options at examination
- EA and the Council to work together on preparation of SFRA
- There must also be more stimulation in Residential Care. Perhaps this could come from the Voluntary Sector as many retired people have various skill which may benefit the elderly
- Dover is beautiful- let's celebrate it and exploit it by being bold and innovative
- Need to link up all of the topic areas.
- The LDF process will contribute to Dover Pride aspirations, but it is principally a planning tool (unfortunately)
- More time needed to collect information
- There are huge implications to the question- I don't have time to do the issue justice
- Define the overall purpose, which is costed and quantified
- Allocate new sites for development which will help fund the infrastructure not take from it
- Suggestion- at the planning stage all aspects of development must be considered. Services, leisure etc. should be developed with the housing
- Suggestion- include the voluntary sector in consultations and strategies
- Change the headlines- do not focus on the Whitfield issue- the LDF is more than one development
- Consider carbon offset and sell the LDF in these terms
- It's important that developments add and contribute to existing communities
- Make it more about 'place shaping' than an extra amount of houses. This will make it real to current residents as they will be able to see the potential benefits in terms of improved infrastructure if extra growth is the preferred option
- Make the process real for the people of Dover. Explain the impacts beyond the units of housing. Talk about what Dover will look like and don't just focus on the numbers
- Need more guidance from Government on what life will be like in 20 years time. Current process seems to focus on doing more of the same stuff- so won't we just end up with the same?
- Important to fully explain the impact and implications (costs and quality of life) of each of the options with particular reference to Whitfield and Dover Town and its regeneration
- Work with service providers
- I can only suggest publicity and an assurance that all comments from the people of Dover are welcome not just the 'experts'
- Keep all partners informed at every step of the process- it would have been helpful to have been consulted at an earlier stage so that partners could help to shape the proposal
- Ash residents- What sort of life do they want for their children?
- Involve as many voluntary bodies as possible in next meeting
- Emphasise the need to buy in- 'your community- it's important'
- The critical issue is about creating healthy sustainable communities. Key partnerships need to be established to enable lateral thinking about creating an infrastructure that is not in competition
- More time to respond. Due to our stage of planning, our figures will fall short of what you require
- Focus on what is good in Dover and build on it!

Comments on today's process

- Good but would have been even more beneficial if held earlier as a lot of today's thinking was early days thoughts, less than needed by your consultation- not enough detail
- Today's process was quite stimulating in the way the various options were presented
- Good level of involvement today
- Very useful. I enjoyed the format and found it informative.
- The day has been useful and has helped me to gain a better understanding of the LDF process. It has shaped my thoughts on responding to the different options by 24/1/07!
- Useful afternoon- similar to the process adopted by Ashford who did a tremendous amount of work with all stakeholders to determine 'Ashford Future'.
- A helpful day- well thought out
- Process fairly standard fare for this type of event- is the balance right to flush out correct issues?
- Consultation today was good. Would have been more useful to have more detailed questions to respond to in the breakout sessions
- Good to get a balance of views highlighting the opportunities and constraints.
- The bringing together of all agencies to highlight linkages into plans is particularly good
- Very useful to get different stakeholders together and have an open debate
- Good to have small groups for the discussions- will be interesting to hear what other groups said
- Interesting discussions with fellow delegates. Useful and informative
- A good process. It worked because of the excellent facilitator.
- Good informal consultation- how will others know about the outcome?
- Useful session and process which needs to be well documented for the inspector at the PI
- Summit was useful to understand the wider issues from different perspectives

END QA/01/07

APPENDIX 1

Dover District Local Development Framework Infrastructure Summit – Outcomes Report The Ark, Dover District Council 15th January 2007	
Major Current Plans (Option 1)	
Dover	<ul style="list-style-type: none"> • Riverside Centre completed to match increased demand • Discovery Centre provided- but major parking issues and access problems- Public Realm Strategy addressing this. • Refurbishment of the theatre 07/08 • Public Realm Strategy October 06 – prompt to investment • £1.8m to spend on private sector housing. Regional Housing pot rented/owner occupied 07/09 targeted at deprived wards • KCC ‘Empty Property Project’ (possible £1m for Dover) 07/08 • Dover Town Investment Zone- large mixed development scheme –SEEDA/EP/ASDA e.g. £180m • High speed link 14th December 2009- first train service (60 mins) start 2008? Completed 2012? Dover Priory – refurbishment – link to Ashford line. • Part of Dover Expansion- development of Western Docks- 5 years. £BIG! Mostly private sector. • Transportation strategy for Dover including parking strategy. Making sense of transport infrastructure. • Mid town development-2011? Pencester, Biggin Street, Ladywell- embryonic • White Cliffs Business Park- Phase 2 approved. £150m, 5-6 years to complete • Review of Sheltered Housing (whole district). Decide on future provision beyond 2007. Big question is do we need public sheltered housing? • KCC undertaking ‘Supporting People Review’ • Police plan for dedicated PCSO in every ward? • South Kent College (SKC) - looking at Mid Town Area. NHS, Dover Pride & KCC- initial feasibility study of this area. SKC looking at a £25 m investment. Improve the range of courses on offer. 3 year plan 100% access and learning. • Air quality- air management zones already identified. Mid Town- need to be aware in an area of poor air quality. • Port of Dover <ul style="list-style-type: none"> • 30 year master-planning exercise. Currently reaching capacity in terms of freight traffic. Freight traffic will double in 30 years- 9,000 lorries per day. • Increase in the number of car traffic • Strategic road network reaching capacity • Looking at redeveloping the Dover Western Docks- creating new ferry terminals (submitting planning applications) £250-300m investment end of year- start building 2009. Considerable work done by 2012. • Parking zone for holding lorries for the Port to avoid Operation Stack. • Car parking in the town centre reaching capacity- information from car parking survey and Dover Transport Study will help to formulate a view on this.

	<ul style="list-style-type: none"> • CTRL domestic service coming to Dover Priory Station • Dover Eastern Docks- building a new egress road. £2-3m investment. • Modelling of the River Dour is happening this year (Environment Agency) • Dover has sewerage capacity issues now. The initial sift through studies has identified this. Other options will require further studies. • Enhanced sheltered housing is needed. Better leisure facilities for elderly people are needed, especially those in residential care. • Exploring other options to Buckland Hospital- bad location and old premises • Need to identify a 'centre' for the town- use of GP's • Quality of housing- not adaptable. More people are staying in their homes when ill rather than going to hospital. • Dover Pride etc- port expansion plans- increase in freight. • Attractiveness of Dover town centre as a catalyst for employment, adaptable housing, tourism • Transport- infrastructure for the whole district • PCT have 'Dover Project'- services to be community based and accessible to local people. • Aylesham master plan and Buckland Mill- good practice but need to go further and need to be involved early (PCT) • Education- same as Deal issue- too many schools for the number of children. There is a proposal to amalgamate two primary schools. Secondary education is OK. Pupils are coming from outside Dover. There may be an issue in 3-4 years. • The new FE college may have some impact. • County Council pressures include dealing with immigration, public health and highways. Aiming to use property assets to meet pressures. • Main site for East Kent highway maintenance • Need a new site for waste • English Partnerships- helping to deliver housing and looking to acquire sites for regeneration • South Kent College is starting to investigate the redevelopment of sites. The LSC is to fund and assist in this. Will need to take account of options with the aim of increasing participation in education post 16 years. • The voluntary sector has a capacity issue. SRB has ended and there is not enough funding for urban areas.
Deal	<ul style="list-style-type: none"> • Deal Library is having a major refurbishment 2007/8 • Similar picture in terms of quality and capacity issues for car parking • Increase traffic flows along the A258- impact on the Port • Cannon Street master plan exercise being undertaken for a community facility and 80 units • Air Quality not a major issue- increase in traffic will not be sufficient but might be a problem. • Impact of Richborough wind farm on East Kent access road • Transport to and from Deal on major roads and access to QEQM in Margate. There are public transport issues- access is desirable if this is to be an upcoming place to live. • Lack of community facilities- north of Deal. • Lack of business premises within Deal

	<ul style="list-style-type: none"> • Lack of properties suitable for disabled people in Deal • Deal Age Concern- developing in area • PCT- residents often use Dover Services so transport is an issue. • Closing Ripple School, amalgamating South Deal and Mongeham Primary Schools. Just coping with the decline in numbers so there will be a future impact on the secondary sector. • There is no 6th form provision- pupils need to travel to Sandwich & Dover. The least popular schools will decline in numbers. • The Job Centre is closed in Deal- now served by Dover • No other KCC activities planned • No Learning Skills Council plans currently.
Sandwich	<ul style="list-style-type: none"> • Check Sandwich 'Health Check' – Market Town • East Kent Access Road • Quality side of port OK at the moment • Nearing capacity of car parking • No air quality problem nor build up of traffic – access is adequate • Noise source at Sandwich industrial estate, which is adjacent to housing development. • East Kent Access Road- opening in phases starting autumn 2008 • Sea defences are being improved- a big scheme (Environment Agency) • The expansion of the strategic mains currently in conjunction with the East Kent Access Road. Not sure will serve the scale of development proposed (Southern Water). • Lack of provision for the elderly- carers and paid providers are hard to get. Age Concern needs developing in the area. The market is not responding. Need to develop the concept of 'homes for life' (people are living longer and staying at home) • Partnership working • No Fire Service, East Kent Hospitals, or Community development issues. • Practice based commissioning- 4 to 1 PCT. GP clustering in Sandwich and Deal. • Move to community led services • GP's identify local need. Respond to needs of community. Market Place GP surgery needs extension. • Services commissioned in a cluster • Not planning any changes to meet existing needs. • Education- respond to need. Number seeking school places. Generally things OK. Impact from surrounding areas. • Highways- the Depot needs planning permission for development so that they can sell to invest in Dover. • Social services- reshaping so practitioners can visit clients. Reduction in office spaces- more travel. Spare offices in Sandwich. • Not much of a regeneration agenda in Sandwich. • No learning and skills issues in Sandwich. Need to know where people go to learn. Transport issues are linked to training.

	<ul style="list-style-type: none"> • Voluntary sector- consultation on support of voluntary sector. Served by Thanet as well as Dover. Part of East Kent- identify issues.
Rural	<ul style="list-style-type: none"> • Who is looking at the infrastructure linkages between Aylesham and Snowdown? • Betteshanger Country <i>Park</i> (<i>due to open</i> in May 2007) and Betteshanger industrial Estate- granted planning approval • Upgraded road network • Aylesham 1000 dwellings/community facilities and upgrading the village • foul sewer capacity is a problem in Ash • Natural East Kent and diversification of countryside and rural economy • Rural areas add to the quality of life for all district residents • Rural care for the elderly- older people need more care (life Homes) • Transport infrastructure needed especially public transport in rural areas for disable people.
General	<ul style="list-style-type: none"> • Growth in provision for the elderly needed (funding issue) • Health issues are going to escalate. Key implications for PCT • Major implications for disability access issues • Lack of services/infrastructure for young people- what makes it attractive for young people to locate/stay in Dover District? • Sheltered accommodation and complementary services required throughout the District. • The increase in elderly population will put pressure on services even without more development- housing, leisure, public transport, access to services. • Transport to hospitals for patients and their visitors is a key problem throughout the District, especially direct routes to hospital. • Sewerage capacity is limited throughout the District, including rural areas. There is a Southern Water study underway reporting in March that will report on proposals for development in Option 2 (Option 1 allocations fall within Option 2) • Need radical rethink on transport • Consider trunk road capacity to and from the Port of Dover. The Port is 'owned' by the whole country- this has spill over implications.
Option 1A	
Dover	<ul style="list-style-type: none"> • Greenfield /out of town development (Barracks) <ul style="list-style-type: none"> • Key concern is that it must be linked with the town centre activity and development • It makes sense to take opportunities to develop all brownfield sites in Dover if there is a choice. Need to look at differential infrastructure costs. • DTIZ <ul style="list-style-type: none"> • Mid town, Coombe Valley, Buckland Mill, North Town, Western Docks • Better use of existing stock • Explore/utilise all opportunities that don't require additional/ new infrastructure • Shortage of private sector housing providers willing to invest • Leisure facilities would need to be upgraded

	<ul style="list-style-type: none"> • Transport infrastructure costs • KCC Development Investment Guide helps determine private sector contribution to infrastructure • KCC Community Director- not significant enough to increase community service provision. Specific to Whitfield adult education, Youth, communities etc. • Could be a need for more youth provision in Whitfield area? • Crime and disorder (police) thresholds? • South Kent College- option may affect their investment but depends on what the composition is (i.e. family housing). Within 10 years and timetable may need to provide more facilities. • Whitfield roundabout would need upgrading to cope with the increase in traffic. • If development does take place at Whitfield you would need to introduce an air quality receptor- need to position housing back from the A2 to address air quality issues. • Any development would need to militate against the noise from the A2. • Does the Whitfield site need a new primary school? • Surface water drainage is an issue in Dover • Connaught Barracks site- address the potential for isolation from the rest of the town. Access to shops and town centre generally will be needed. • Dover College area- synergy between activities • GP issues at Whitfield- would need to be accessed with good infrastructure • Whitfield- there are no GP or dental services locally so people will have to travel into Dover. We will need additional services to keep people well. • Any further development at Whitfield will need an additional primary school- there are no links across the A2 for school children • Social Services office may have to move to Whitfield • Need to provide links into Whitfield developments • Marina as an attraction to keep visitors • Whitfield will cause environmental impact due to car being needed to get anywhere. It will lose its village status
Deal	<ul style="list-style-type: none"> • Land at Sholden. A258 already congested when entering Deal • Development more likely to put pressure on existing car parking. Need to investigate public transport • Flood risk sequential tests needed- this undertaken at planning application stage • Sewerage system capacity is a problem- investigations in connection with Ofwat bids are being carried out but would need developer with requisition to complete the assessment • Waste water treatment works capacity and water quality discharge is a query especially with standards being raised. This will be picked up by Southern Water capital programme once the scale of population is known. • Sholden, Deal- may move Sholden school into development
Sandwich	<ul style="list-style-type: none"> • Car parking reaching capacity- ageing population. Greener forms of transport could influence. 0-5 years. (Peter Brett) • Need to look at air quality issues in Sandwich town. (Environmental Health)

	<ul style="list-style-type: none"> • Flood risk sequential tests needed- this undertaken at planning application stage • Sewerage system capacity is a problem- investigations in connection with Ofwat bids are being carried out but would need developer with requisition to complete the assessment • Waste water treatment works capacity and water quality discharge is a query especially with standards being raised. This will be picked up by Southern Water capital programme once the scale of population is known. • Sandwich can deal with all options • Sandwich- need to be aware of flood defences from river
Rural	<ul style="list-style-type: none"> • Flood risk sequential tests needed- this undertaken at planning application stage • Sewerage system capacity is a problem- investigations in connection with Ofwat bids are being carried out but would need developer with requisition to complete the assessment • Waste water treatment works capacity and water quality discharge is a query especially with standards being raised. This will be picked up by Southern Water capital programme once the scale of population is known. • Aylesham – existing plan, 48% surplus spaces in primary school
General	<ul style="list-style-type: none"> • Unlikely to have much affect on Learning Skills Council • Community buildings generally- need to consider funding for and on-going management of community buildings • All health services would be strained. Not possible to quantify. • Dental services are a problem. • Money is supposed to follow the patient so costs will come from outside East Kent • All options can absorb town centre developments • Road re-engineering (valid for all options) including road crossings on A258 and A2 • Town centre- part funding
Option 2	
Dover	<ul style="list-style-type: none"> • How do we ensure deprivation in town is alleviated and the town centre regeneration is enhanced by peripheral area development? • Increase in housing still below the threshold for major new static community provision- possible need for community centre. • New link to A256- need to consider the A2 as well • May result in demand to improve the A2 Guston to Duke of York's roundabout • South Kent College- increase in housing will impact on facilities at SK College • WSP- development of this size would help to improve public transport links to the town • Port of Dover- development that is planned at Whitfield needs to be considered in relation to the CTRL train services- additional traffic flows from Whitfield to the railway station • Whitfield needs its own master plan with development on this scale • Transport issues • Property ladder- quality design- mix • Schools

	<ul style="list-style-type: none"> • GP would need testing- is it justifiable? • Buckland hospital- housing- brownfield site
Deal	<ul style="list-style-type: none"> • Need for decent transport infrastructure • Car parking issues in the town (Peter Brett) • No air quality issues • Sewerage system capacity • Transport issues will increase
Sandwich	<ul style="list-style-type: none"> • need for decent transport infrastructure • No development as part of option • Sewerage system capacity
Rural	<ul style="list-style-type: none"> • need for decent transport infrastructure • Eythorne has a particular sewerage capacity problem • Sewerage system capacity • Smaller services in villages would be affected. Could be negative. Would need to have services back.
General	<ul style="list-style-type: none"> • Extra growth will have an impact on Learning Skills Council plans. There will be a need for post 16 education
Option 3	
Dover	<ul style="list-style-type: none"> • This looks like a new village • Clear need for youth and community provision- community hall? Increase mobile provision • Age Concern need to increase provision for elderly services from 2-3 times a week to daily. • Increases population of Dover by one fifth. Concern about impact on town centre. How do we see this as a Dover development not as a satellite of Canterbury. • Need to look at upgrading the Singledge Lane junction with A2 • Need to make 'Dover' very attractive for the Whitfield residents otherwise they will go to Canterbury • If the A2 is downgraded it may discourage people using this route. Proposal would have negative effect on Townwall Street in terms of air quality. Lorries won't want to use the A2 as it involves extra mileage. • People need a quicker and more attractive route into Dover to avoid people driving through Dover. • Trigger review of A256 junction with A2. • Sewage capacity needs checking and also capacity of water treatment plant • Environment Agency is generally not in favour of any greenfield development • Kent County Council is concerned that the core of Dover town could suffer with the development of a new growth centre on the edge of town. There are community cohesion issues that need to be looked at. • Also development on this scale has far reaching implications for existing services. It could for example skew transport services (buses) in Dover Town, leading to reduced services in some areas as providers provide services in Whitfield. • There are potentially significant road/congestion implications for the town centre. • We need to be sure that Whitfield doesn't become a satellite for Canterbury or Ashford.

	<ul style="list-style-type: none"> • Fire and Rescue- No issues as further housing development is low level risk • Water provision? • Mains service provision • Transport- road infrastructure • Employment issues • Age Concern- getting the workers in and providing social care/health services – these must be needs led.
Deal	No specific issues
Sandwich	No specific issues
Rural	No specific issues
General	<ul style="list-style-type: none"> • Extra capacity will be needed at colleges