



Infrastructure Delivery Plan 2023



Dover District **Local Plan**
Supporting document



Contents

Executive Summary	4
Status of this Document	4
Introduction	5
Consultation and Review	5
Background and Context	7
National Policy Context.....	7
Local Policy Context	7
Duty to Cooperate and collaborative working	10
What is Infrastructure and what does the IDP do?.....	10
What does infrastructure mean?	10
How is this IDP Structured?.....	11
Prioritisation of Infrastructure	12
Timing of Infrastructure	13
Funding of Infrastructure.....	13
PART 1: PHYSICAL INFRASTRUCTURE	16
THEME 1: TRANSPORT	16
STRATEGIC HIGHWAYS.....	17
LOCAL ROAD NETWORK	26
RAIL INFRASTRUCTURE.....	32
BUS INFRASTRUCTURE	36
WALKING AND CYCLING.....	43
THEME 2: WASTE MANAGEMENT INFRASTRUCTURE	46
THEME 3: WATER	48
Funding.....	57
THEME 4: UTILITIES AND DIGITAL INFRASTRUCTURE.....	59
PART 2 – SOCIAL AND COMMUNITY INFRASTRUCTURE	63
THEME 5: EDUCATION	63
THEME 6: HEALTH AND SOCIAL CARE.....	73
THEME 7: GREEN INFRASTRUCTURE, OPEN SPACE, PLAY AND SPORTS .	81
What is Green Infrastructure?.....	81
GREEN INFRASTRUCTURE AND BIODIVERSITY	83
OPEN SPACES & SPORTS PROVISION	84
The Open Space and Sport Topic Paper.....	84



THEME 8: COMMUNITY FACILITIES	102
PORT OF DOVER INFRASTRUCTURE.....	112
Next Steps for this IDP	113
For Appendices, please see separate document.	



Executive Summary

- 1.1 The purpose of the Infrastructure Delivery Plan (IDP) is to assess what current infrastructure there is in Dover District, what is being planned with committed investment and what will be needed in the future to meet the overall growth strategy set out within the Submission Dover District Local Plan to 2040.
- 1.2 This IDP provides a technical evidence base and sets out:
- The current level of infrastructure provision across Dover district and whether this infrastructure is at capacity with regards to serving existing population;
 - The level of planned infrastructure across Dover District, as set out in plans and strategies adopted and the emerging strategies from delivery partners responsible for the delivery of planned infrastructure, or coming forward from approved schemes;
 - Future infrastructure needs to meet Local Plan growth;
 - The proposed timing of the infrastructure delivery, the delivery partners and indicative costs associated with planned infrastructure provision;
 - Potential solutions to any gaps between committed and required funding.

Status of this Document

- 1.3 The Infrastructure Delivery Plan (IDP) June 2023 and accompanying schedule (IDS - Appendix 1) includes the most up to date details of committed and planned schemes by infrastructure type required to ensure that infrastructure can facilitate the planned growth across the District to 2040 as set out in the Local Plan. It is the second version of the document, following a draft version published in 2022 for consultation alongside the Regulation 19 Local Plan.
- 1.4 The detail of projects and costs contained within the IDP are an evolving process and the IDP will remain a 'living' document which will be continually reviewed and updated over the plan period to reflect the most up to date position and evidence of needs and to take account of changes to and progress with specific infrastructure development schemes or projects.



Introduction

2.1 This document assesses what current infrastructure there is in the District, what is being planned with committed investment and what will be needed in the future to help to achieve the vision and growth plans as set out within the Dover District Local Plan to 2040 Submission (The Local Plan)¹. This Infrastructure Delivery Plan (IDP) sets out:

- The national and local policy requirements in relation to infrastructure provision and the importance of infrastructure and its timely delivery within the Local Plan process;
- An analysis of existing infrastructure provision and any capacity issues in relation to current provision;
- The level of planned infrastructure across the district, as set out in Dover District Council (DDC) plans and strategies and the strategies from organisations responsible for the delivery of infrastructure;
- Whether the current and planned infrastructure scheduled to be delivered will support the level of growth planned across Dover district and whether a gap exists;
- The costs associated with planned infrastructure provision and whether there is a gap between committed, allocated and required investment;
- Details of engagement with infrastructure providers and key stakeholders in determining the level of infrastructure required to support new development;
- Details of the infrastructure that is required to support the existing and future needs and demands for the district to support new development and a growing population, as envisaged through the Local Plan;
- An Infrastructure Delivery Schedule setting out the infrastructure required, priority, risk, delivery body, indicative cost (if known) and current funding position.

Consultation and Review

2.2 The IDP has been informed through discussion and consultation with relevant infrastructure service providers operating in the district, alongside referencing existing evidence and publications which detail the district's current and emerging infrastructure provision. The 2022 draft version of the IDP was open for public consultation alongside the Regulation 19 Submission Dover District Local Plan, for comment and review between Friday 21st October and Friday 9th December 2022. The comments received have been taken into account in this updated 2023 version. A summary of the comments made and how they have been addressed can be viewed at Appendix 4.

¹ [SD01 Dover District Local Plan to 2040 - Regulation 19 Submission Document Oct 22](#)



- 2.3 It is important to note that the IDP is published as a 'Living Document', a 'snapshot' in time and will be updated to reflect relevant changes in information and further changes may be required as a result of further updates and information from service providers and/or changes to the Local Plan. The infrastructure projects set out and their costs are subject to indexation and appropriate review.
- 2.4 The IDP provides critical evidence to support the Local Plan and provides details of projects required to be delivered to support the growth proposed in the district. It also provides detail for negotiation with developers to ensure developer contributions are delivered as part of new development.
- 2.5 The infrastructure requirements, costs, and timescales contained within this IDP represent the best information available to the Council at the time of publishing. This information may therefore be amended and refined as further details on the Local Plan site allocations or infrastructure projects becomes available.
- 2.6 The information within the IDP is a starting point for calculating infrastructure needs from new development and exact requirements from qualifying developments will be assessed as part of the detailed planning application process, where further details will become known about the land use mix, housing mix, site and wider infrastructure requirements and their detailed costings (including indexation).
- 2.7 Any identified infrastructure costs within this IDP are taken from a range of relevant sources. For the consideration of the date of costs for indexation purposes², the reader should refer to the information contained within each IDP section, and the original source material used which will be listed within the evidence base to each IDP chapter.
- 2.8 This IDP should also be read in conjunction with the [latest Infrastructure Funding Statement](#) which sets out all developer obligations (funds) already secured for new or enhanced infrastructure across the district from new developments and how and when it will be spent, and the Local Plan 2040 and supporting evidence documentation.

² For example, KCC related Costs are indexed as of April 2020 at (BCIS index 360.3).



Background and Context

National Policy Context

- 2.9 There are a number of references to the provision of infrastructure in the National Planning Policy Framework (NPPF) 2021. The references make clear that infrastructure provision is also essential to the delivery of the social and environmental objectives of sustainable development, for example the provision of community facilities and green infrastructure. The Council is required to plan positively to ensure that development and infrastructure needs are met. This is to ensure that new development is delivered sustainably, in a way that is properly planned.
- 2.10 The NPPF requires that. ‘strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for: a) housing (including affordable housing), employment, retail, leisure and other commercial development; b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); c) community facilities (such as health, education and cultural infrastructure); and d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.
- 2.11 The National Planning Practice Guidance (PPG) supports this position and stresses the need to ensure that the Local Plan is capable of being delivered, including with the provision of infrastructure. It states that strategic policy-making authorities will need to demonstrate they have engaged with infrastructure providers, ensuring that they are aware of the nature and scale of such the proposals, and work collaboratively to ensure that the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales”.

Local Policy Context

Role of Kent County Council

- 2.12 Kent County Council (KCC) plays a vital role in the provision of infrastructure in Kent. KCC has produced a [Growth and Infrastructure Framework \(GIF\) \(2018 update\)](#) to provide a view of emerging development and infrastructure requirements to support growth across Kent and Medway. KCC has worked closely with the district council as well as other strategic partners, in the preparation of this document.



- 2.13 The GIF highlights opportunities and challenges to creating sustainable communities in Kent and Medway through the identification of infrastructure needs required to support housing and employment growth. It includes infrastructure provided by KCC and other providers. The GIF draws together information and data from a range of sources, including the individual districts and borough's Local Plans and Infrastructure Delivery Plans.
- 2.14 It should be noted that the GIF is a 'snapshot in time' and the data used was the best available at the time it was produced. In some cases, theoretical costings and assumptions have been used where exact data is not available and the GIF is subject to regular review by KCC and collaboration with the relevant districts and boroughs.
- 2.15 KCC has recently adopted a revised Developer Contributions Guide³, June 2023. KCC is responsible for delivering and maintaining types of infrastructure in the district such as roads, schools, waste disposal services and libraries. The guide is not a statutory planning document, however, it is material consideration. KCC therefore, requests that all City, District and Borough authorities give it due weight in terms of plan making and planning application decisions. It states what is required to meet the local plan policy on infrastructure provision in respect of county services. KCC will use it as a basis for its responses to Local Planning Authorities in relation to infrastructure planning for local plans and planning application consultations. The content of the new guide has been taken into consideration as part of the preparation of this version of the IDP.

The role of Dover District Council

Corporate Plan

- 2.16 The [Dover Council Corporate Plan](#) was adopted in April 2020. It provides the overarching strategic direction for Dover District Council until 2024. It is developed against the Council's Budget and Medium-Term Financial Plan, to drive investment in Council services, and the growth of the local economy.
- 2.17 The Corporate Plan sets the vision for the District from which all the Council's plans and service objectives flow. It sets out a number of priorities relating to overall growth and highlights the importance of the Local Plan and the need for working with health and leisure partners to support healthy living projects, including investment in new leisure facilities, seeking ways to bring investment to communities, and a commitment to lobbying for improvements

³ www.kent.gov.uk/developercontributionsguide



to the Strategic Infrastructure such as High Speed Rail link, and A2 Highway improvements.

Links to Dover Local Plan to 2040

2.18 The provision of good quality infrastructure provision is essential to meeting the needs of the existing population, as well as enabling housing and economic growth to occur. To accommodate future residential growth and business expansion, as set out in the Local Plan, it is necessary to identify existing deficiencies, as well as to bring forward additional infrastructure to serve new development.

2.19 The Dover District Local Plan covers the period up to 2040 and sets out the amount of future development being planned for, where it is to be located, and its nature. The overarching vision and Strategic Objectives set out how this is to be achieved. Infrastructure is a key element of these strategic objectives and sections are duplicated below for reference:

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

2.20 The district-wide strategic policies go on to set out the Local Plan's policy framework and are the starting point for the more detailed policies and proposals in subsequent sections of the Local Plan. The strategic approach to delivering infrastructure is set out within Strategic Policy 11 - Infrastructure and Developer Contributions and SP12 – Strategic Transport Infrastructure, which this IDP supports.

Duty to Cooperate and collaborative working

- 2.21 As part of the ongoing process of producing the Local Plan there has been regular engagement with KCC and neighbouring local authorities and other key partners to ensure a collaborative approach to key strategic planning matters.
- 2.22 The supporting Duty to Co-operate Statement⁴ details all of the ongoing discussions and communications with our key partners and how we will continue to work alongside them to address strategic infrastructure delivery issues as DDC move through the plan period.

What is Infrastructure and what does the IDP do?

- 2.23 The IDP reflects the needs identified within the Local Plan policies, based on up-to-date evidence and is a material consideration concerning demonstration of 'need'. The IDP will be kept up to date as a 'living' document. This requires developers to engage with the infrastructure providers identified as part of the masterplanning, capacity testing, and impact assessments when preparing planning applications. In turn, infrastructure providers and commissioners will also be encouraged to continue to engage with the council and the infrastructure detailed within the IDP in their long-term strategic planning.
- 2.24 The IDP can also be used to help prioritise and justify the allocation of/bidding for available funding needed to meet funding gaps for certain projects. However, it should be noted that most projects relevant to the IDP are planned to be funded by developers through emerging site allocations (via developer obligations), as required by site specific allocation policies and through windfall development schemes which may come forward over the plan period.

What does infrastructure mean?

- 2.25 In the context of this report, the term 'infrastructure' applies to all facilities and services which are necessary for successful communities to function, such as communication networks, transportation, energy and power sources, health care and education, community uses, sport and recreation, water supplies and waste and sewage systems. The theme titles are listed in the section below and a full list of sub-categories can be found in each theme section in the main report.

⁴ [GEB01 Duty to Cooperate Statement Update March 2023 \(doverdistrictlocalplan.co.uk\)](https://www.doverdistrictlocalplan.co.uk)



How is this IDP Structured?

2.26 For the purpose of this IDP, infrastructure is to be considered within the following Parts/categories and broken down into sub themes.

Part 1 - Physical: the broad collection of systems and facilities that house and transport people and goods and provide services. This includes:

Theme 1: Transport

- Strategic Highways
- Local Road Network
- Rail Infrastructure
- Bus Infrastructure
- Walking and Cycling

Theme 2: Waste and Recycling Management

Theme 3: Water

- Water Supply
- Water Abstraction
- Wastewater
- Flood Risk and Coastal defences

Theme 4: Utilities and Digital

- Electric
- Gas
- Digital

Part 2 - Social & Community: the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. This includes:

Theme 5: Education

Theme 6: Health and Social care

Theme 7: Green Infrastructure, Open Space, Play and Sports

- Green Infrastructure and Biodiversity
- Protected Open Space and Local Green Spaces
- Allotments
- Childrens and young person facilities (Play)
- Outdoor Sport
- Indoor Sport and Leisure

Theme 8: Community Facilities

- Libraries
- Community halls and facilities

Each theme section sets out:

- What the type of infrastructure involves;
- The lead delivery partner / infrastructure provider;
- Related strategies and evidence base documents;
- A summary of consultation with lead partners;
- An overview of existing provision;
- Current planned provision (based on S106 agreements already in place);
- Additional future requirements needed to deliver growth proposed in the Local Plan; and
- Funding, timing and delivery of infrastructure (if known).

2.27 The IDP deals primarily with public sector-related infrastructure and / or land under public ownership but does also list site-specific requirements identified within emerging site policies in the Local Plan. All site references correspond to the emerging Local Plan's site allocations where necessary.

2.28 Appendix 1 contains a full list of Infrastructure projects within an **Infrastructure Delivery Schedule (IDS)**. These are broken down into location and where possible, these are costed and estimated timescales are provided for delivery.

Prioritisation of Infrastructure

2.29 In addition to the identification of specific infrastructure projects, it is important to identify timescales and establish the importance of each infrastructure item to the delivery of the overall Local Plan strategy. There are some projects that must be delivered in advance of development set out in the Local Plan taking place (or being occupied) and are therefore considered 'critical'. Other infrastructure items are 'essential' to a specific site or location in the district, or 'preferred'.

2.30 These terms, for the purpose of the IDS, are as follows:

- **Critical infrastructure**: infrastructure that must happen to enable physical development to take place. Critical infrastructure items may be required in order to 'unlock' development sites and are critical to enable the delivery of growth in the district. Failure to provide these pieces of infrastructure could result in significant delays in the delivery of development.
- **Essential infrastructure**: infrastructure that is required if development is to be achieved in a timely and sustainable manner. Although infrastructure in this category is unlikely to prevent physical development in the short term, failure to invest in it could result in delays in development in the medium or long term. This type of infrastructure needs to be provided in a coordinated manner alongside development to ensure that the impacts of development are mitigated, and to



avoid unacceptable overuse of existing facilities, or leaving new developments without necessary facilities.

- **Preferred infrastructure:** infrastructure that is required to deliver the overall spatial strategy objectives but is unlikely to prevent development in the short or medium term. Although infrastructure identified within this category may have a lower level of priority than critical or essential infrastructure, its importance to the delivery of sustainable development and the Local Plan strategy should not be underestimated.

Timing of Infrastructure

2.31 The timing of delivery of infrastructure schemes is dependent upon a number of key factors, including when development comes forward, the point at which an infrastructure project is actually required, and the timing of funding being made available. Given this complexity, the IDP breaks down the timescale for delivery into three categories:

- **Short term – Less than 5 years;**
- **Medium term - 5 to 10 years;**
- **Long term - 10 plus years.**

2.32 In some instances, the timing of delivery may be planned over two or three of these periods, while, for other items, the timing of infrastructure delivery could be more variable and may take place periodically throughout the life of the Local Plan, for example as a site allocation comes forward or windfall scheme in a particular locality. The IDP therefore indicates broadly when schemes are likely to be delivered. However, this will be kept under regular review and will inevitably change over the course of the Local Plan period as sites come forward.

Funding of Infrastructure

2.33 New development is generally expected to meet the needs for infrastructure that are generated from the development itself. This can be in the form of new roads, junctions, schools, and open space areas. Provision can be delivered directly by the developer on-site or by way of financial contributions to a service provider/third party for off-site provision.

2.34 The Council will use planning obligations (a combination of Section 106 and Section 278 agreements) to obtain funding for new infrastructure that is required to meet the needs of the development, as set out in Local Plan Policy SP11 – Infrastructure and Developer Contributions. This includes collecting financial contributions towards existing provision or for new infrastructure, for all providers, not just DDC.

What is a planning Obligation?

2.35 A planning obligation made under Section 106 of the Town and Country Planning Act 1990 may require the developer to contribute to infrastructure to mitigate the impacts of a development proposal. This is an existing mechanism to secure contributions towards infrastructure delivery and will be continued to be used in Dover District. It is not intended that CIL will be introduced.

2.36 A Section 106 (S106) agreement is negotiated at the point of the planning application and becomes a legal agreement between the Council and the developer. Contributions are subject to the conditions set out in the legal agreement and must meet all of the following statutory tests:

- a) Necessary to make the development acceptable in planning terms;**
- b) Directly related to the development; and**
- c) Fairly and reasonably related in scale and kind to the development.**

2.37 A Section 278 agreement is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the Highway Authority (Kent County Council) to make alterations or improvements to a public highway, as part of a planning application. The use of Section 278 agreements will continue to be an important mechanism for the delivery of local highway network infrastructure.

Emerging Infrastructure Levy

2.38 The Levelling Up and Regeneration Bill (LURB) 2022 proposed to replace the current system of securing developer contributions with a new Infrastructure Levy. The rates and thresholds will be contained in 'charging schedules' and set and raised by local planning authorities (rather than nationally), meaning that rates are tailored to local circumstances and deliver at least as much onsite affordable housing.

2.39 Charging schedules will be subject to public examination. There will also be a process to require developers to deliver some forms of infrastructure that are integral to the design and delivery of a site. At this time (October 2022) there are no further details about the implementation of this Levy.



Other funding

2.40 Infrastructure providers and the statutory agencies are responsible for meeting their statutory obligations and responding to growth through their own funding sources, and planning for infrastructure provision through investment plans, which take into account the Council's plans for development.

2.41 Other potential sources of funding could come forward through a number of the following funding schemes/grants:

- South East Local Enterprise Partnership
- Growth deal through the Single Local Growth Fund
- Levelling up fund
- Housing infrastructure fund
- Skills Capital Fund
- Local Growth Fund (South East Local Enterprise Partnership)
- Major Road Networks Programme (Department for Transport)
- Department for Transport / National Highways funding
- Quality Bus Partnerships/bus operator investment
- Air Quality Grant/Clean Air Fund
- Local Transport Plan 4 funding
- Network rail/Rail franchises
- Environment Agency Grants
- Arts Council England /Heritage Lottery Project /Sports England

Monitoring developer contributions and projects

2.42 The [Infrastructure Funding Statement \(IFS\)](#) supports the IDP. The IFS details all the contributions which have been secured by the Council from Section 106 developer obligations (S106 agreements) towards emerging projects, and which monies have been allocated, spent, or being held for future projects during the previous year. It also sets out where projects have been delivered with funds received and sets out priorities for future spend. It is published annually, usually in December.

PART 1: PHYSICAL INFRASTRUCTURE

THEME 1: TRANSPORT

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

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

3.3 The Local Transport Plan (LTP)⁴ for Kent, produced by KCC, highlights some of the existing key transport priorities for Dover. The updated Local Transport Plan 5 (LTP5)⁵ is currently out for public consultation (until September 2023). It includes proposals relating to a number of the transport projects and aims detailed below.

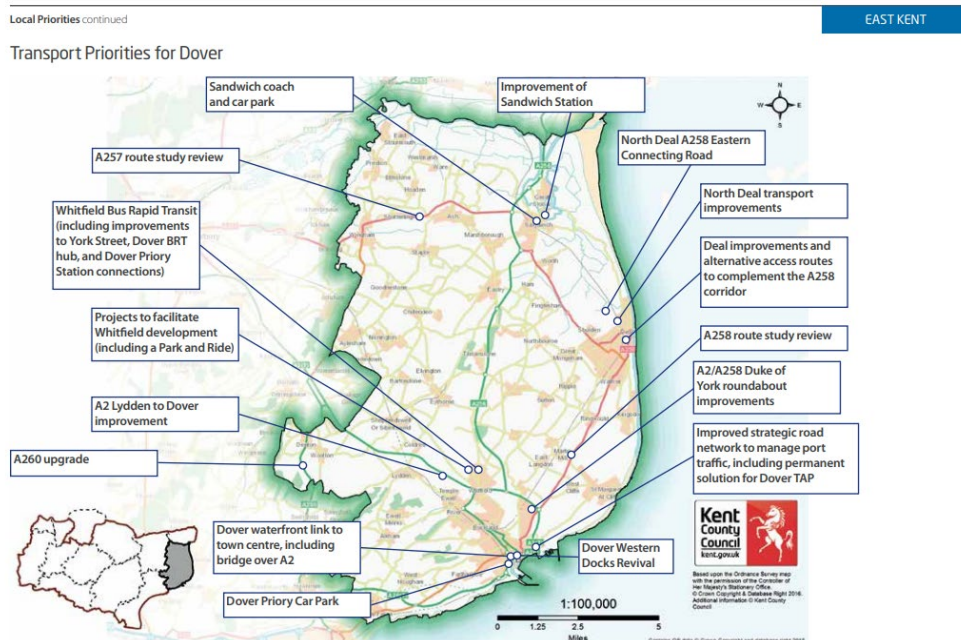


Figure 1 - Transport Priorities Diagram from LTP4 (source KCC)

Many of these projects are explained in more detail in the succeeding sections;

⁵ [KCC Emerging Local Transport Plan \(amazonaws.com\)](https://www.amazonaws.com)



STRATEGIC HIGHWAYS

Lead Delivery Partner/s

- National Highways (Formerly Highways England)
- Kent County Council Highways and Transportation
- DDC
- Transport for the South East

Evidence Base

- [Dover Local Plan Traffic Modelling documents](#) (Regulation 19 Local Plan Transport Modelling -Forecasting Report September 2022 and appendices).
- [Kent County Council Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031](#)
- [National Highways and DfT Road Investment Strategy 3 \(RIS3\) 2025-2030](#)
- [Dover Transport Strategy 2007](#)
- [Transport for the South East: Transport Strategy for the South East 2020](#)
- [GEB06 Statement of Common Ground with National Highways and KCC Update March 2023 \(doverdistrictlocalplan.co.uk\)](#)

Summary of existing and proposed infrastructure

- 3.4 National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority, and street authority for the SRN. The SRN is a critical national asset and, as such, National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs, as well as in providing effective stewardship of its long-term operation and integrity.
- 3.5 Several key junctions within Dover District currently experience congestion during peak periods. Therefore, future development proposals that would impact the Strategic Road Network (SRN) need to be robustly assessed and mitigated.
- 3.6 Port related traffic has a major influence on the town of Dover and the East Kent district as a whole, including strong seasonal fluctuations in traffic flows during the holiday periods. It has long been recognised that the A2 approaching the town is of an inferior quality to the rest of the route with sections of single carriageway between Lydden and the Port of Dover. With this is a long-recognised need for dualling of the remaining sections of single carriageway on the A2 and improvements to the Duke of York's Roundabout and the Whitfield Roundabout.



A2 Improvements (RIS Scheme - A2 Dover Access Project)

- 3.7 With the anticipated construction of a new Lower Thames Crossing, a second strategic route will be available between Dover and the Midlands and North. Coupled with the ongoing Western Docks revival and the expansion of the existing Port, it is a Kent-wide strategic priority to encourage bifurcation of Port traffic between the A2 and the M20. It is considered that such bifurcation will facilitate growth at Whitfield, reduce pressure on the A20 through Dover, whilst also bringing benefits outside the District at Folkestone, Ashford and Maidstone by releasing capacity on the M20. To achieve this, traffic for the eastern docks will need to be encouraged to use the M2/A2 corridor.
- 3.8 It is of critical importance that the long-term aspiration of upgrades to the A2 within the district are realised in order to deliver the strategic objectives within this plan and ensure future resilience on the strategic road network, which is a nationally important connection to the Port of Dover. It is also crucial in ensuring the local road network and local communities are not negatively impacted by growth in traffic accessing the Port. These improvements include dualling sections of single carriageway on the A2 north of Dover along Jubilee Way to Whitfield and near Lydden, upgrades to the Whitfield Roundabout and upgrades to the Duke of York Roundabout.
- 3.9 The national significance of this is recognised with the inclusion of the 'A2 Dover Access Project' in the Department for Transport Road Investment Strategy (RIS) for 2020- 2025 Pipeline of possible future schemes. This was published in March 2020, as a RIS3 pipeline project to be developed into schemes for construction in Road Period 3 (2025/26 to 2029/30). The project is also identified within the Local Transport Plan (LTP) for Kent and the Transport for South East (TfSE) Strategic Infrastructure Plan. The Council will therefore continue to work closely with key partners including National Highways, KCC Highways and Transportation and developers to ensure that this scheme is delivered through RIS3.

Future Needs to deliver growth from Local Plan

Dover and Deal Transport Modelling for Local Plan

- 3.10 In 2015 DDC commissioned WSP to develop an update to the Dover Transport Model (DTM) to be used to assess the impacts on the SRN of future growth in housing and employment in Dover. In 2018 the DTM was extended to cover the Deal area and is now known as the Dover and Deal



Transport Model (DDTM). The purpose of this modelling is to assess the impact of permitted and projected housing and employment growth in the District over the Plan period on the highway network. Alongside plan growth scenarios, it factored in the impact of planned highway network changes associated with the expansion of the Port, existing allocations build out and general traffic alleviations schemes within and outside the district.

- 3.11 This has been carried out in close collaboration and consultation with KCC Highways and Transportation and National Highways (formerly Highways England) as key delivery partners.
- 3.12 Following the production of the Local Plan Forecasting Report which supported the Regulation 18 Draft Local Plan in 2021, the transport modelling has been updated. This was to reflect requirements requested by KCC and NH during Regulation 18 consultation stages and to advance the modelling and mitigation proposals further. The transport modelling has also been updated to align with all the site allocation proposals in the Regulation 19 Submission Local Plan and further assessment have been carried out of a number of other junctions across the district which have been identified as needing potential improvements. Mitigation solutions have been found for some, and others require further assessment as part of new development coming forward. The details are set out below.
- 3.13 The transport modelling has identified the strategic and local junctions which are detrimentally affected in the future by the growth of traffic identified from the allocations within this plan and informs the levels and extent to which emerging schemes should provide proportionate financial contributions to mitigation solutions.

Whitfield and Duke of York Roundabouts (A2/A256 and A2/A258)

- 3.14 These junctions have long been identified as ones which would need to be improved to support the proposed Whitfield Urban Expansion (WUE) that was originally allocated in the Dover Core Strategy 2010. They are identified in the 2007 Dover Transport Strategy as key pieces of infrastructure needed to be delivered to support the Core Strategy.
- 3.15 The Whitfield Urban Expansion Supplementary Planning Document⁶ 2011 requires consideration of the need for and timing of the upgrades to be brought forward through the phased planning applications for the site.
- 3.16 Through the outline planning permission for Phase 1 and 1a of the Whitfield Urban Expansion (10/01010 and 10/1011) a mitigation scheme was agreed

⁶ [dover.gov.uk/Planning/Planning-Policy/PDF/Whitfield-Masterplan.pdf](https://www.dover.gov.uk/Planning/Planning-Policy/PDF/Whitfield-Masterplan.pdf)



for Whitfield Roundabout, secured by Condition 10 to 10/01010 and to be delivered prior to the occupation of the 801st dwelling. This trigger is yet to be reached and the mitigation has therefore not been delivered when it was originally envisaged. Given the amount of time that has passed since the mitigation was agreed, NH has subsequently modelled the mitigation scheme and the conclusion of that work is that it does not create any meaningful capacity at the junction to mitigate the impacts generated by the consented schemes as required by the reason for the condition. As such they have advised that they could not support entering into a s278 to allow it to be executed. It has therefore been necessary through the Local Plan work to identify an alternative scheme that could mitigate the Phase 1 WUE development as required by the condition and Local Plan growth combined. **This combined mitigation approach is referred to as ‘Local Plan mitigation’.**

Local Plan Mitigation

- 3.17 The Whitfield Roundabout (A2/A256) and Duke of York (DoY) Roundabout (A2/A258) are two junctions on the A2 corridor which require upgrading to enable growth to come forward in the District. The main focus of transport modelling work has been on identifying mitigation solutions for the Whitfield and Duke of York Roundabouts to meet the needs of the Local Plan. The identification and delivery of solutions at these two junctions is a critical issue that needed to be resolved, working with National Highways and Kent County Council. DDC has now identified improvement schemes for these junctions which would mitigate the impact of Local Plan growth. It is envisaged that these schemes will provide interim improvements in advance of any RIS (A2 Access) scheme being brought forward.
- 3.18 Mitigation schemes for both roundabouts have now been agreed with National Highways and KCC. For the Duke of York (DoY) roundabout, this involves the provision of additional lanes to approach roads, the roundabout itself and the provision of traffic lights. See the following Transport modelling documents for more information:
- Duke of York Mitigation Technical Note (May 2021) (Reg 19 Forecasting Report Appendix C)
 - Technical Note: Duke of York Design Review (June 2021) (Reg 19 Forecasting Report Appendix C)
 - Duke of York Roundabout Cost Plan Nr 1 Rev A (July 2021)
(Also see ED5⁷ and ED5G⁸ Councils Response to Inspectors Questions June 2023 for additional/updated information on this mitigation scheme).

⁷ [ED5 DDC response to Inspectors' initial questions \(doverdistrictlocalplan.co.uk\)](https://doverdistrictlocalplan.co.uk)

⁸ [ED5G Appendix 7 - Duke of York Mitigation - 3rd Party Land - annotated \(doverdistrictlocalplan.co.uk\)](https://doverdistrictlocalplan.co.uk)



- 3.19 For Whitfield Roundabout, the mitigation scheme has been identified with the agreement of NH and KCC which mitigates local plan growth (and Phase 1 WUE as set out above). The proposal does not bring the junction back within capacity but provides sufficient additional capacity to accommodate proposed Local Plan growth and improves the operation and safety of the roundabout. The mitigation includes a three-lane circulatory arrangement, with signalised arms and priority junctions, additional flare lanes and an extension of the existing underpass. See the following transport modelling documents for more for detail of the project:
- Whitfield Roundabout Transport Modelling Technote (May 2022) (Reg 19 Forecasting Report Appendix B)
 - Whitfield Roundabout Feasibility Design – Highways Design Review (March 2022) (Reg 19 Forecasting Report Appendix B)

Delivery and Funding

- 3.20 Both mitigation schemes have been costed at an indicative £6 million each. Following testing carried out by NH, a further 1250 homes at Whitfield Urban Expansion (WUE) can come forward in advance of the Whitfield roundabout mitigation, rather than the 801st trigger agreed through the outline consent for Phase 1 and 1a (detailed above). Based upon the Local Plan trajectory is estimated to be in year 2028/29.
- 3.21 The DoY mitigation scheme is expected to be required between years 5 and 10 of the plan period (by 2031). This trigger point assessment can be found in Appendix M of Reg 19 Forecasting Report.
- 3.22 It should also be noted that these trigger points may be pushed back further, for the following reasons; firstly, the transport modelling supporting the Local Plan is based on pre-covid data, with more recent post covid traffic surveys showing a reduction in baseline traffic levels. Secondly, as a result of potential modal shift from the implementation of Dover Fastrack (bus service and improved cycling and walking routes), which has not been factored into the transport modelling used to determine the current trigger points.
- 3.23 In relation to this, and as set out in the SoCG with KCC and NH (Submission document GEB06), this takes account of the national changes to transport planning through Circular 1/2022 in relation to the 'predict and provide' approach used for the transport modelling changing to a requirement for transport assessments being based on a 'decide and provide' approach considering the modal shift to sustainable forms of transport and moving away from car travel. The Council will continue to work with NH and KCC to determine the appropriate delivery point for both schemes.



Interim Safety Led Improvements to Whitfield roundabout.

- 3.24 It is important to note that as Whitfield roundabout is already at capacity and limiting delivery of emerging schemes in Whitfield and the surrounding area. NH has also designed an interim short term 'safety led' improvement to the roundabout which does not increase capacity but is proposed to improve the operation of the junction in the very short term, prior to the full Local Plan mitigation being delivered. This is referred to as the 'signing and lining' scheme. It has been costed at an indicative £200,000.
- 3.25 It is currently assumed that the interim 'signing and lining' scheme will take place by 2024/254. This scheme is confirmed by National Highways to be funded and delivered by them through Designated Funds.
- 3.26 It is important to note that the A2 Strategic Highway mitigation schemes outlined in this report would all be interim schemes in advance of the National Highways Road Infrastructure Strategy (RIS) programme for the Dover A2 Access project detailed above, and therefore if the RIS options progress prior to the mitigation being delivered, then any developer funds secured for the signing and lining, or Local Plan mitigation schemes, could be transferred to the RIS scheme if this is brought forward.

A256/A257 and A256/A258

- 3.27 Strategic improvements are also required at 2 junctions on the A256 in the north of the district (west of Sandwich) to accommodate the growth set out in this Plan. These are:
- A257/A256/Ash Road
 - A256/A258 Deal Rd junction.
- 3.28 Further information can be found within the Local Plan transport modelling supporting documents.



3.29 The Four confirmed Strategic Highway Mitigation requirements are shown on the Local Plan Key Diagram below.



Figure 2 - Local Plan Key Diagram - showing Strategic Transport Improvements

Funding and Delivery

3.30 These strategic highway improvements are required as a result of the cumulative impact from a number of allocations in this Plan as identified in the transport modelling in addition to windfall development, it will therefore be expected that proportionate financial contributions will be made by developments which impact upon the junctions as set out in Policies SP11 and SP12 of the Local Plan.

Whitfield and Duke of York Roundabouts Mitigation Tariff

- 3.31 For the Whitfield and Duke of York (DoY) Local Plan mitigation schemes (totalling an estimated £12million together), the proportionate contribution approach is established from trip data extrapolated from the transport modelling undertaken for the Local Plan which established the site allocations and areas the vehicles using the two roundabouts are travelling to and from in the AM and PM peak periods.
- 3.32 It is important to note that the Per dwelling costs and Zones set out below are a starting point for discussions on a case-by-case basis between site applicants, DDC, KCC and NH as part of specific planning applications, in order that financial contributions for this critical infrastructure can be collected in the immediate/short term. Forward funding is also necessary and options are currently being explored. Applications for all new schemes, including for other types of development such as Employment uses, will be required to undertake Transport Assessments and modelling to refine the site-specific financial contributions required towards either or both of the mitigation schemes as part of the Section 106 process. All windfall sites within the tariff zones will contribute to the Local Plan mitigation. Significant windfall development outside of the zones will be considered on a case by case basis.
- 3.33 More information about how the rates and zones are evidenced and the types of development it will apply to in addition to new housing can be found in Appendix 3. Table 1 below sets out the per dwelling rate for all new dwellings within the zones set out.

Table 1 - Proportionate Contributions (Per Dwelling rate £) for Whitfield and DoY Roundabout Local Plan Mitigation Schemes

Zone	Location/Site	Per Dwelling rate £
1	Whitfield including the Whitfield Urban Expansion (WUE) and Guston	£1,500
2	Dover Urban Area (including Temple Ewell and River)	£1,000
3	Deal/Walmer/Sholden/ Kingsdown/Great Mongeham/ St.Margarets-at Cliffe/Langdon/ Ripple	£2,000
4	Aylesham/ Nonington / Chillenden/ Lydden/ Eythorne/Elvington/ Shepherdsweil/Coldred	£1,200

Note – rural settlements listed apply to whole parished area.

A257/A256/Ash Road and A256/A258 Deal Rd junction.

- 3.34 Local Plan site allocations in the northern areas of the district (outside of the Tariff zone for Whitfield and DoY roundabouts proportionate contributions) will be



expected to contribute towards these 2 Strategic Highway schemes. This approach is reasonable in that modelling does show some minor impacts from these areas of the district on both the Whitfield and Duke of York Roundabouts, but these areas have been removed from the tariff requirement for those schemes, in lieu of a requirement to consider the junctions which are more geographically relevant on the A256. Details are to be confirmed through Transport Assessments at planning application stages.

A260 Canterbury Rd / Alkham Valley Rd / A20 Junctions and slips (Folkestone and Hythe District)

- 3.35 The Transport modelling undertaken highlighted potential impacts on the wider highway networks outside of the district. There are three interlinked junctions from A20 to A260 Canterbury Road and on to Alkham Valley Road which are already at capacity and have safety concerns. Mitigation solutions have already been agreed through the Folkestone and Hythe Core Strategy. Subsequently, there have been amended mitigation solutions agreed to be delivered as part of the Otterpool Park development, which has a resolution to grant subject to agreement of the S106, and further transport modelling is to be carried out in this respect. There is also ongoing work being undertaken by KCC on potential interim improvements to one of the junctions for safety reasons.
- 3.36 The DDC Local Plan traffic modelling indicates additional trips from development in Dover District using these junctions. KCC consider proportionate contributions are therefore required towards mitigation. DDC are working with Folkestone and Hythe DC, Otterpool LLP, KCC and NH to review the existing modelling and consider if, and when, any further modelling should be carried out, to understand if impacts from Dover Local Plan growth can be addressed through the existing agreed mitigation and whether proportionate contributions are required.

Conclusion

- 3.37 DDC, KCC Highways and National Highways are working together to further develop a delivery plan for the implementation of these mitigation measures and any further schemes which are be required to mitigate the Local Plan growth, as set out above. Details of the ongoing work is included in Statements of Common Ground between the parties⁹ which will be kept up to date.
- 3.38 The agreed proposals for mitigation Strategic Highway projects are set out in the relevant site allocation policies and are contained within the Infrastructure Delivery Schedule – Appendix 1.

⁹ [GEB06 Statement of Common Ground with National Highways and KCC Update March 2023 \(doverdistrictlocalplan.co.uk\)](https://doverdistrictlocalplan.co.uk)



LOCAL ROAD NETWORK

Lead Delivery Partner/s

- Kent County Council Highways and Transportation (Local Highway Authority)

Evidence Base

- [Dover Local Plan Traffic Modelling documents](#)
- [Kent County Council Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031](#)
- [Vision Zero – the Road Safety Strategy for Kent](#)
- [Managing highway infrastructure \(Highway Asset Management Plan\) - Kent County Council](#)
- [GEB06 Statement of Common Ground with National Highways and KCC Update March 2023 \(doverdistrictlocalplan.co.uk\)](#)

Summary of existing and proposed infrastructure

3.39 Kent County Council (KCC) manages the highway infrastructure across the county by effective highways asset management and compliance with the principles of the Well-managed Highway Infrastructure Code of Practice.

KCC Highways Asset Management Plan (HAMP)

3.40 KCC have also developed a new Highways Asset Management Plan (HAMP) to identify a clear investment strategy and associated action plan for the future. The plan is a forward-looking document covering 5 years from 2021 which includes a works programme for specific asset groups and lists the future actions they will implement to further improve approach to asset management, maximise asset lifespans, reduce lifecycle cost and improve future maintainability. In addition to being an asset management plan for highways, the document is an Investment Strategy and Action Plan to 2026.

3.41 Appendix C of the HAMP¹⁰ document is a Forward Works Programme for 2021/22 to 2025/26 and outlines all the local highway network projects that are already planned over that period. Since the HAMP was published in 2021, KCC have revised years one and two of the forward works programme to cover 2022

¹⁰ [Managing highway infrastructure - Kent County Council](#)



to 2023 and 2023 to 2024. For Dover District this includes a number of projects, and these are listed in Appendix 2 of this document for reference. Due to the large number of projects, they are not repeated within the IDS at Appendix 1.

Local Highway Improvement Plans

3.42 A Highway Improvement Plan (HIP) is used for KCC to consult with Parish Councils for improvements required within the area to address existing issues. Parish Councils are required to list their ideas for improvements in priority order with as much information for KCC Highways to investigate and cost each project.

3.43 A HIP is reviewed annually and often only 1 or 2 projects will be able to go ahead depending upon budget and agreement from KCC and any consultation required. The projects are funded either jointly, by the Parish Council or KCC. Town and Parish Councils can be contacted to view local agreed HIPs.

Future Needs to deliver growth from Local Plan

3.44 As part of the Local Plan modelling work, the impacts of Local Plan growth on the Local Highway Network were assessed.

3.45 It is expected that individual site allocations in the Local Plan will bring forward site specific mitigation on the local road network. Some of this local network mitigation is already identified through the transport modelling and through discussions with KCC and National Highways, as set out in the Statement of common Ground (Local Plan Submission Document GEB06). Site specific policies in the Local Plan identify the junctions/routes that will need to be considered as part of the assessments where it has been possible to identify them through the transport modelling carried out in support of the Local Plan.

3.46 Where these are identified, they are detailed within Appendix 1. A summary of the main local road network issues and whether they are identified as requiring mitigation to meet the needs of Local Plan growth is provided below.

DOVER

3.47 Several junctions and roads have been assessed as part of the transport modelling and details can be found within the reports.

3.48 It has been established with KCC (and NH) that no mitigation is required to the following junctions, as the junctions are operated by signalised junctions which can be optimised depending on traffic flows and therefore no further actions are required:

- I. A20 Limekiln Street/ Snargate Street /Union Street Signalised Junction



- II. Castle Street/ MaisonDieu Road Signalised junction
- III. A20 Snargate St/ York St Signalised Junction
- IV. A20 Snargate St/ York St Signalised Junction
- V. A256 Maison Dieu / Park Avenue / Godwyne Road / Park Street Signalised Junction
- VI. A20 Limekiln Street/ Union Street Signalised junction
- VII. A20/ A256 Woolcomber Street Junction

3.49 The following roads have been assessed and it is concluded that although there is some additional traffic from the Local Plan, that Dover Town Centre sites are to focus on sustainable transport modes rather than highway capacity improvements.

- I. Castle Hill Road/ St James Street Southbound
- II. St James Street Southbound
- III. Biggin Street Westbound between Worthington Street and Priory Street
- IV. Priory Street Southbound - Towards Roundabout
- V. Castle Street Westbound, South of Maison Dieu Road
- VI. B2011 Folkestone Rd Eastbound; between Malvern Road and Priory Gate Road
- VII. Folkestone Rd Eastbound; Approach to Effingham Street
- VIII. Folkestone Rd Eastbound - Approaching A256 York St/ Priory Road roundabout.

Alkham Road/London Road Junction and Alkham Valley Road

3.50 This junction of Alkham and London Roads was identified by KCC and the transport modelling as having some traffic flow delays at peak times. This is partially caused by the topography and limited visibility at the junction, and due to heavier traffic using this route into and out of the district at peak times, avoiding the A20 and A2.

3.51 Options for potential mitigation at this junction were explored and two potential mitigation schemes which includes traffic lights and/or junction realignment have been agreed by KCC Highways. This is presented in the Regulation 19 Forecasting Report. In addition, a 'Monitor and Manage' approach is agreed in relation to the consideration of an alternative/additional mitigation proposal of traffic calming solutions along Alkham Valley Road, in order to reduce the attractiveness of that route as avoidance of the A20/A2 routes.

3.52 Site policies SAP1 – Whitfield Urban Expansion and SAP2 – White Cliffs Business Park are required to take this into consideration as part of Transport Assessments to be produced at time of planning applications.



WHITFIELD URBAN EXPANSION

A2/A256

- 3.53 A number of specific junctions and roads in this area have been identified as areas which will be impacted by local plan growth during the Plan period. This includes the junctions and roads as set out in the Transport Modelling and specifically listed within Policy SAP1 – Whitfield Urban Expansion and/or Policy SAP2 – White Cliffs Business Park
- 3.54 Any mitigation proposals will be monitored as the sites in this location are delivered.
- 3.55 The current position on these works in relation to Whitfield Urban Expansion is set out in Submission Document GEB06.
- 3.56 A2 junction – designed proposal has been put forward by developers. A review of the A2 junction was undertaken in Winter 2022. The principle of the junction layout is considered acceptable. The concept of this access point was also considered to be appropriate. If the access has been put forward in relation to a specific development, this will be considered at the point of application, as the principle of access at this point is agreed in the context of the Local Plan.
- 3.57 A256 junction – design to be provided by developers for KCC review.

A2/A256/Honeywood Parkway Dumbbell roundabout

- 3.58 Mitigation at A2/A256/Honeywood Parkway Dumbbell roundabout requires further assessment as part of Transport Assessment as set out in SAP2. Some funds have been secured through WUE Phase 1.

DEAL/WALMER

Station Road / Dover Road area

- 3.59 This section includes the wider area of Cross Road and Grams Road, Ellen's Road / Cross Road / A258.
- 3.60 The transport modelling has highlighted that traffic in this location increases during the plan period. However, the modelling indicates that this is largely due to the re-routing of existing traffic using the area to access the DoY roundabout, once the proposed mitigation solution identified in the Strategic Highway Network section is implemented. The modelling shows that at present, this existing traffic is re-routing to avoid DoY due to the potential queuing which is resolved with the



mitigation.

3.61 As set out in the Local Plan Traffic Forecasting Report Appendix N, the Transport modelling explored options for potential mitigation in the Station Road/Dover Road junction to mitigate this impact; this includes a potential traffic light solution. Further details will be included within this IDP once known.

3.62 Further mitigation (potential widening/traffic management measures/junction improvements) for Station Road the surrounding local road network may also be needed to be addressed by Local Plan site allocations, including (but not limited to):

- Station Road and the junctions along it, from the Ellen's Road/Station Road to the Station Road/Dover Road/Gram's Road junction
- Cross Road and the junction with St Richards Road
- Liverpool Road and Grams Road and to and including the Grams Road/Dover Road Junction

3.63 Site allocation policies specifically address the requirements for Transport Assessments to consider and identify mitigation for Station Road and the local road network and pedestrian connections in the area, taking into account the cumulative impact of other sites allocated in this Plan.

Already Planned Mitigation

3.64 It is important to note that there is already planned mitigation in this location from schemes already approved and being delivered in this area. This includes the placement of bus stops and minor changes around the Station Rd junction which have yet to be implemented from application ref DOV/20/00413 (Miller's Retreat Development).

3.65 In addition, there are proposals for mitigation along Station Road from permitted outline application DOV/20/01125 (Land at Cross Road), details of which are yet to be approved by KCC Highways and DDC:

- Carriageway widening to 4.8m along site boundary.
- Some hedge removal
- Relocation of speed limit signs
- Bollards and priority road signs in narrow parts

London Road/Manor Road roundabout and North of Mongeham Road

3.66 These junctions have been assessed. It has been confirmed in the modelling and by KCC that there are no mitigation options available at these junctions, which have been assessed a number of times. The Local Plan approach has



been to limit opportunities for further growth in this area to prevent a 'severe' impact on these junctions.

North Deal A258 Eastern Connecting Road

3.67 The LTP4 currently identifies the potential for a North Deal A258 Eastern Connecting Road, which has been considered as an option for mitigating the constraints at London Road/Manor Road. The feasibility for which has been investigated through the North Deal Land Study and consideration of options for a major expansion at North Deal (site DEA012). Significant environmental constraints, as well as the cost of delivering a bridge over the railway line means this road is not currently considered to be deliverable. As stated above, development in this area of Deal has therefore been limited, and this project is not therefore identified within the IDP. This proposal may be considered again as a possibility in the future, as part of a Local Plan Review.

AYLESHAM AND RURAL AREA

Wingham High Street - A257 High Street / Harrison Rd / B2046 High Street / A257 Canterbury Rd

3.68 Junction Modelling has been undertaken on behalf of the promoters of SAP24 to demonstrate potential improvements to the A257/B2046 Wingham High Street Junction. Kent County Council (KCC) Highways and Transportation have not agreed that the proposed mitigation would be deliverable. Both DDC and the promoters are continuing to work alongside KCC to review transport modelling data in relation to impacts on this junction from this site allocation and identify a potential solution, starting with the provision of sustainable transport infrastructure to provide modal shift and reduce impacts at this junction.

3.69 In addition, Land to the South of Aylesham (Policy SAP24) and the Former Snowdown Colliery (SAP26) are required to consider the following junctions through a Transport Assessment:

- Spinney Lane / Adisham Road / Pond Lane Junction
- Holt Street/ Aylesham Road Junction
- B2046 Adisham Rd / Dorman Avenue
- B2046 Adisham Rd / Spinney Lane
- Access to the A2 from B2046

3.70 During the preparation stages of the Local Plan, KCC Highways and Transportation have highlighted particular roads and junctions which may require mitigation and where there is potential for cumulative impacts in the areas, to be



assessed through site specific Transport Assessments. Site specific requirements are set out within site allocation policies and in more detail within the Infrastructure Delivery Schedule – Appendix 1.

Funding and Delivery

3.71 When local highway mitigation proposals, detailed designs and costings and delivery plans progress, the IDP will be updated. For now, the agreed proposals for mitigation projects are contained within the Infrastructure Delivery Schedule – Appendix 1.

3.72 Further detail on local network mitigation proposals will be identified within site specific Transport Assessments and statements and agreed S106 and/or S78 agreements as part of the planning application process.

RAIL INFRASTRUCTURE

Lead Delivery Partner/s

- Network Rail
- KCC
- DDC
- HS1 Ltd

Evidence Base

- [Network Rail Delivery Plan – Southern](#) (March 2020)
- [Network Rail – Southern Strategic Plan](#) (March 2021)
- [North & East Kent Connectivity Strategic Study 2023 \(full report\)](#) and [North & East Kent Connectivity Study \(Summary\)](#)
- [KCC Kent Rail Strategy 2021](#)
- [Kent County Council: Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031](#)
- [Delivering for Kent - The Economic Impact of HS1 \(Steer 2019\) pdf](#)

Summary of existing and proposed infrastructure

High Speed 1 (HS1) Services

- 4.1 As set out in the Kent Rail strategy, the construction, delivery and successful operation of the HS1 rail infrastructure has been an outstanding success for Kent. It has transformed the economy of East Kent, creating a wide range of employment opportunities in Central London which were previously inaccessible, widening opportunities for higher education students to access



university colleges in the capital, and growing the tourism and leisure industry in the county by contributing to the 65 million annual visitors to the Garden of England [source: Visit Kent, 2020].

- 4.2 The train companies currently operating on HS1 are Eurostar, who operate the international train services to Europe and London South Eastern Railway (LSER), who operate domestic services to Kent.
- 4.3 In the report commissioned by HS1, 'Delivering for Kent: The Economic Impact of HS1' (Steer, September 2019) the need for further growth in High Speed rail provision beyond 2021 was identified at stations which are served by High Speed services in Kent, including Dover Priory.
- 4.4 KCC also supports the ongoing efforts of Dover District Council in securing a journey time between St Pancras and Dover Priory of under 60 minutes (Dover in 60), and their efforts with Network Rail to increase car parking capacity at Dover Priory.
- 4.5 In addition to the options for funders listed by Network Rail, KCC has identified other infrastructure interventions such as the new Dollands Moor connection between High Speed & Mainline which will be required to support specific enhancements in passenger rail services which will assist in enabling high speed services. Such an intervention would require DfT support if it were to be included in a future programme of infrastructure interventions on the Kent Route and High Speed 1. Enhancing the Channel Tunnel Route gauge between Wembley Yard and Dollands Moor to reduce road freight on the A2/M2 corridor is also set out in the Freight section of the N&E Kent Connectivity Study.

White Cliffs Community Rail Partnership (CRP)

- 4.6 The East Kent coast route from Sandwich to Westenhanger inclusive has also become a CRP, managed by Dover District Council in partnership with Folkestone & Hythe District Council.

Other relevant recommendations from these studies:

- Faster service from Ramsgate route via Herne Bay, which would benefit from cross platform interchange at Faversham with service from Dover via Canterbury East
- Dover via Canterbury East to London to become a stopping service, doubling the frequency at minor stations between Faversham and Dover

Future Needs to deliver growth from Local Plan

- 4.7 Network Rail does not recommend developing large infrastructure schemes in the near future; the constraints on enhancement funding would mean that even schemes with a good business case are unlikely to be affordable (North & East Kent Connectivity Strategic Study Spring 2023). However, some service frequency enhancements may drive revenue growth through better connectivity and this benefit should be balanced against increasing industry costs. Furthermore, the opportunities such as housing growth need to be considered in the future.
- 4.8 Local Plan site proposals have been shared with Network Rail at Regulation 18 stage, resulting in specific consideration being given as to how potential developments at Aylesham and Shepherdswell may contribute to or impact upon the projects within the North & East Kent Connectivity Study.
- 4.9 Network Rail have identified accessibility upgrades to some stations are necessary to support the proposed allocation at or near these locations. This will support a wider ambition to increase the frequency and therefore capacity on the Canterbury East Line from Faversham to Dover Priory:
- **Aylesham Station** - Aylesham Passenger numbers have risen significantly. There is an hourly train service from this station. NR are looking to increase this to half-hourly to meet the new demand. Due to this increased demand, contributions from developments in the area would be required to contribute towards improvements to the station and its connectivity to the surrounding area. The following improvements would be beneficial:
 - Investigation into whether there could be a second entrance to the station.
 - Improvements to regrade the existing access path. Currently there are steps and a ramp. It would be beneficial to make this access fully DDA compliant.
 - Step free access has been identified by NR as an issue at Aylesham and assessed as a Priority 3 station. Priority 3 stations, are the third highest priority and are suggested to be supported for specific accessibility investment over the next 10-20 years, following delivery of Priority 1 and 2 stations.
 - First & last mile improvements e.g. car parking, cycle parking, pedestrian access improvements.
 - More waiting shelters or a canopy at the station
 - **Snowdown Station** - This station may be affected cumulatively by some of the developments proposed in and around Aylesham. Currently this has an



hourly service which NR are looking to increase to half hourly. The following improvements would be beneficial:

- This station could benefit from DDA compliant access;
- First and last mile improvements e.g. car parking, cycle parking, pedestrian access improvements.

In addition, with regards to the Former Snowdown Colliery site (Site SAP26) it is required that pedestrian links to Snowdown Railway Station should be improved and a parking need assessment provided as part of that site coming forward.

- **Shepherdswell Station** - There is currently an hourly service from this station which Network Rail are looking to increase to half hourly due to increased demand. The following improvements would be beneficial:
 - DDA compliant access;
 - First and last mile improvements (car parking, cycling parking, pedestrian access improvements).
- **Kearsney Station** - There is new housing expected around this area as a result of site allocations in the plan around Dover. The station currently has an hourly service which NR are looking to increase to half-hourly. There is a lot of scope for people to commute via Dover Priory. The following improvements would be beneficial:
 - DDA compliant access;
 - First and last mile improvements. (car parking, cycling parking, pedestrian access improvements).
- **Dover Priory Station** - There is a large new development which will be connected to the station by bus. There is very little car parking at Dover Priory, which is something that needs to be considered.

4.10 **Level Crossing** safety is one of Network Rails key priorities. They are required to manage risk so that it is as low as reasonably practicable at level crossings while keeping communities safe and connected. Any new development should be assessed in terms of its impact on existing level crossings, and financial contributions obtained where possible to provide improvements or closure. The location of the different level crossings can be viewed on a map at the following website: <https://www.networkrail.co.uk/communities/safety-in-the-community/level-crossing-safety/>

4.11 Closing level crossings is the only way to fully eradicate the risk. However, it is not always possible or practicable to immediately close all level crossings. Aside from financial and practical constraints, user convenience still needs to be a key consideration. A broad range of targeted interventions and initiatives are therefore needed to manage safety at crossings which remain open.



BUS INFRASTRUCTURE

Lead Delivery Partner/s

- Stagecoach
- KCC
- DDC

Evidence Base

- [Kent County Council: Local Transport Plan 4 Delivering Growth Without Gridlock 2016-2031](#)
- [Bus Rapid Transport – Principles for the integration of BRT into Whitfield Masterplan](#)
- [KCC Active Travel Strategy](#)
- [Bus services in Kent - Kent County Council](#)
- [KCC Bus Service Improvement Plan 2021](#)
- [Developer Contributions Guide - Kent County Council](#)

Summary of existing and proposed infrastructure

- 4.12 In East Kent, the majority of bus services are provided by the private bus operator, Stagecoach. All maps and timetables of routes that serve the district can be found on their website: [Maps | Stagecoach \(stagecoachbus.com\)](https://www.stagecoachbus.com/maps).
- 4.13 However, as the Local Transport Authority, KCC maintains overall responsibility for bus infrastructure and provides funding to subsidise some routes which are not viable for private bus operators to run.
- 4.14 KCC have recently made and are currently consulting on some bus service cuts and changes, however, they have confirmed that most changes to bus services have been proposed by the private bus companies. This is due to a number of factors including significant financial pressures from rising costs, significantly lower passenger numbers since the pandemic (local use of buses is around 80% of pre-pandemic levels with off peak services much less than this) and a shortage of drivers. KCC continues to invest in bus routes and has boosted money available for local community transport schemes. KCC state that it is working with operators of recently changed routes to try to provide alternative services. DDC will continue to liaise with the Public Transport teams and will reflect any updates within the IDP where this is possible.
- 4.15 Bus services in Dover serve the town itself and connect to surrounding towns including Canterbury, Deal, Sandwich and Folkestone.

4.16 There are specific areas of Dover with particularly low levels of car ownership higher levels of unemployment are found within the wards of St Radigunds, Buckland, Town and Pier, Castle and Tower Hamlets. Inappropriately located development without a good range of sustainable transport links could exacerbate people’s access to services, facilities and employment. The Sustainability Appraisal of the Local Plan has identified this as a key sustainability issue.

4.17 PlusBus operates in the district, which is a system where one ticket gives unlimited bus travel on participating operators’ services, around the whole urban area of Dover town & other areas of the district as shown on the map below.

Figure 3 - PlusBus Map (Source [PLUSBUS | Dover PlusBus](https://www.plusbus.co.uk/))



Community Transport

4.18 Kent Coast Volunteering operates in the district and is a community transport service which provides an essential, volunteer-led community transport service for the Dover District, Folkestone and Hythe and Thanet plus surrounding villages. It enables residents to attend Hospital, GP and dental appointments, as



well as visit relatives, go shopping or attend social events. More information is available here: [Need a Driver - Kent Coast Volunteering \(kcv.org.uk\)](https://www.kcv.org.uk)

Dover Fastrack Project

- 4.19 Construction is underway of the infrastructure required to deliver Dover Fastrack a rapid bus transit (formerly known as the Bus Rapid Transit, BRT) system connecting Whitfield and White Cliffs Business Park with Dover Town Centre and Dover Priory railway station. This will create an effective transport interchange with Southeastern train services, as the bus timetable will be aligned with High Speed train services from Dover Priory railway station.
- 4.20 The Fastrack service will be quick and reliable due to the new ANPR controlled bus, cycle and pedestrian-only bridge across the A2 at Whitfield, and a new link road from the B&Q roundabout in Whitfield via ANPR controlled junction onto Dover Road south of Guston. The route will expand in line with the managed expansion of Whitfield urban extension, along with further highway infrastructure improvements. More information, including update Newsletters on progress, can be found here: [Dover Fastrack - Kent County Council](#).

Demand Responsive Service (Stagecoach Connect)

- 4.21 This service is currently being trialled in the Aylesham and the surrounding rural area of the district, such as Elvington, Nonington and Shepherdsweil for trips to and from Whitfield. It is called 'Stagecoach Connect' and is a demand responsive transport (DRT) service - a travel on-demand system.
- 4.22 Using the Stagecoach Connect App, passengers can hail a bus directly from a smartphone and travel anywhere, within the service time and zone of the service. Stagecoach Connect then arranges rides, allowing passengers to share their journey with others who are making similar trips in the area. It is currently subsidised by S106 funding of £460,000 (DOV/19/00821).
- 4.23
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journey with others who are making similar trips in the area. It is currently subsidised by S106 funding of £460,000 (DOV/19/00821).

4.27 More information about how this Demand Responsive bus service operates can be found here:

- [Stagecoach Connect FAQs \(stagecoachbus.com\)](https://stagecoachbus.com/faq)
- [Stagecoach Connect \(stagecoachbus.com\)](https://stagecoachbus.com)

Other improvements to routes

4.28 Recent decisions on major planning applications have secured improvements to the public transport network, both in terms of capital funding for the implementation of physical infrastructure enhancements and revenue support for service frequency enhancements and/or service extensions. Noteworthy improvements include¹¹:

- Around £25k for provision of bus service connecting site in Sholden to Deal Town Centre (DOV/10/01012)

KCC Bus Service Improvement Plan

4.29 Kent County Council's Bus Service Improvement Plan (BSIP) has been submitted as part of the National Bus Strategy for England and includes Enhanced Partnerships for better integration and service planning. Figure 4 shows the Enhanced Partnerships areas, showing that Dover will be considered as part of the east Kent area.

¹¹ The [Infrastructure Funding Statement](#) sets out more detail of contributions secured towards bus infrastructure.

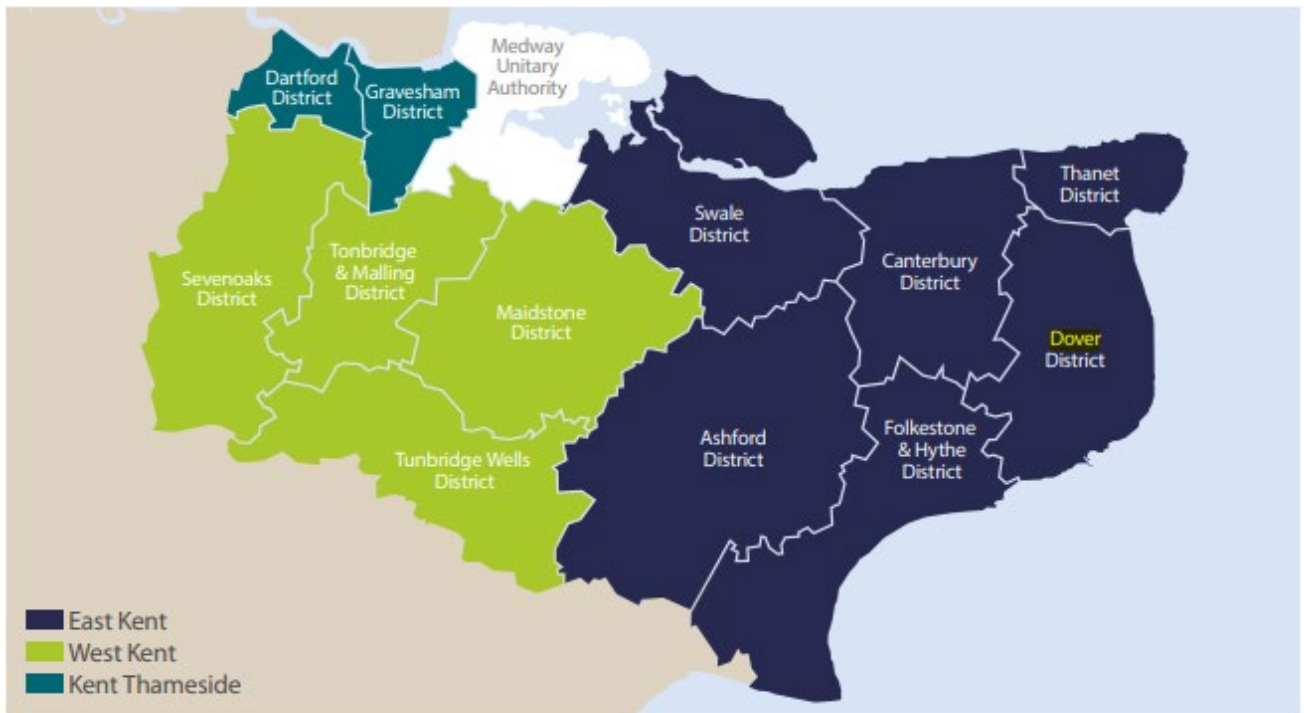


Figure 4 - Source Kent Bus Service Improvement Plan 2021

4.30 The BSIP was produced by KCC in conjunction with the bus operators and in consultation with Kent residents. It sets out potential areas for improvement and future development and sets out how they might be delivered and/or funded. It has been submitted to from part of The National Bus Strategy.

4.31 The aims of KCC through the BSIP are to:

- *Recover from the impact of the pandemic and secure a sustainable bus network for Kent into the future*
- *Improve the public transport choices available for Kent residents, providing new and innovative modes with better value and transferable ticketing solutions*
- *Support our bus operators through our role as the highways authority*
- *Work closely with district councils on key issues such as planning and parking enforcement*
- *Provide easily accessible and interactive public transport information about transport options*
- *Make air quality and environmental factors central to our thinking and that of our partners*
- *Better engage with all stakeholders and bus users and ensure everyone has a voice.*

The National Bus Strategy is the biggest change to the industry in over 30 years. It is also the greatest opportunity that we have had to work with all our partners and drive forward change. (Source: Foreword of BSIP)

Future Needs to deliver growth from Local Plan

4.32 Engagement with Stagecoach and KCC Public Transport have focused upon the need to improve rural connectivity to the bus network. One option currently being considered is a Demand-Responsive Transport Bus service for these areas being trialled within Aylesham and may be extended to other rural areas within the District, if successful. This scheme is currently being monitored in relation to passenger usage and trip rates. It would be reasonable for other sites in the geographical areas to contribute to this scheme, or extend this scheme, where it offers an improvement to existing public transport options in the local area.

4.33 It should be noted that the above is in addition to measures previously identified as necessary to consented development.

4.34 Improvements to public transport are also specifically identified in the following areas where there are strategic allocations, but all major development will be required to address needs through a Travel Plan:

- Whitfield (Dover Fastrack)
- Aylesham (Also potential to expand this Demand-Responsive service as set out above)
- Eythorne and Elvington

Funding and Delivery

4.35 The Dover Fastrack project is funded by:

- £22.9 million grant from Homes England (awarded to Dover District Council through the Housing Infrastructure Fund designed to help stimulate new housing growth in Whitfield and at the former Connaught Barracks site)
- £1.42 million from Dover District Council
- £9.5 million from the Department for Transport's Zero Emission Bus Regional Areas (ZEBRA) scheme (secured by KCC, the funding is for electric buses and the required charging infrastructure for the existing Fastrack Kent Thameside services and the proposed Dover Fastrack service).

4.36 Additional funding towards Fastrack will be required in the future from developments in the Dover Town Area which benefit from the service, including Whitfield Urban Expansion and White Cliffs Business Park to extend the line and frequency of the service, and to improve links with other bus services serving the



wider areas. There is also a potential requirement for bus priority measures to be put in place in Dover Town Centre.

- 4.37 Bus Infrastructure, including bus priority is largely shared between KCC and local councils. As the Local Transport Authority, KCC maintains overall responsibility for bus services and its supporting infrastructure, but bus shelters in urban areas are typically provided through district council advertising contracts.
- 4.38 Some shelters in rural areas are provided by parish councils with grant funding from KCC. In respect of priority, as the Local Highway Authority, KCC would be responsible for the delivery of many of these types of schemes. More information can be found in the BSIP. However, as set out in Local Plan Additional Modification AM99¹² requirements for complimentary infrastructure such as bus shelters need to be considered as part of development proposals.
- 4.39 All development sites will need to meet the requirements of the Local Plan policies relating to infrastructure contributions and undertaking Travel Plans. These will be consulted upon with KCC at the time of planning applications, where infrastructure requirements will be agreed as part of the S106 process. As set out in the recent KCC Developers Contribution Guide consultation response 'You Said, We Did'¹³ the document at Section 5 has been re-drafted to highlight the importance of Sustainable Transport and connectivity to existing settlements. In addition, reference to KCC's Active Travel Strategy has been added to paragraph 1.2 and in paragraph 6.3 reference to the possible requirement to provide travel vouchers has also been included. Challenges to bus operators and the wider industry is creating a period of significant instability placing services and service levels in doubt in many instances. In light of this a flexible approach to bus contributions for development is required.
- 4.40 S106 contributions will be required which will be used to provide an appropriate bus service or enhance an existing one dependent on the status of the bus network at the time of implementation. Developers must seek instruction from Kent County Council (KCC) in their capacity as Local Transport Authority (LTA) on the how S106 funding will be used and the mechanism for payment.
- 4.41 Depending on the transport solution required for each scheme, funding will either be payable to Kent County Council or, on their instruction, directly to a bus operator where for example funding will be used to enhance an existing commercial bus service.

¹² [SD06 Schedule of Additional Modifications to the Regulation 19 Submission Plan March 2023 \(doverdistrictlocalplan.co.uk\)](#)

¹³ [You Said We Did - Developers Contribution Guide \(amazonaws.com\)](#)



WALKING AND CYCLING

Lead Delivery Partner/s

- DDC
- KCC Public Rights of Way
- KCC Highways and Transportation
- Sustrans

Evidence Base

- [KCC Active Travel Strategy](#)
- [Kent County Council Rights of Way Improvement Plan 2018 – 2028](#)
- [Vision Zero – the Road Safety Strategy for Kent](#)
- [Active travel fund: final allocations - GOV.UK \(www.gov.uk\)](#)
- [The National Cycle Network - Sustrans.org.uk](#)
- [Get Cycling \(dover.gov.uk\)](#)
- [Sustrans Audit Reports and Three Towns Report 2020](#)

Summary of existing and proposed infrastructure

4.42 There are a number of national cycle network and other key routes through the district, in addition to key tourist attractions such as the [Chalk and Channel Way](#). In addition, 'We are Cycling UK' promote new routes, including the [new Cantii Way](#) which will run through the district. More details can be found on the KCC and Sustrans websites above.

4.43 An extensive public rights of way network covers much of Dover district and includes the strategic routes of the White Cliffs Country Trail and North Downs Way. It also includes the England Coast Path which is a new National Trail that will eventually circumnavigate the entire English coastline, securing access rights for the public to explore the coast. Due to its scale, the England Coast Path is being developed in 'stretches'. On 19th July 2016 the first stretches of the Coast Path in Kent, between Ramsgate and Camber, were opened to the public.

4.44 KCC Support district and borough councils to ensure that active travel is used to deliver sustainable growth and development through local plans and in determining planning applications. This includes assessing needs for footpath and cycle path connections and improvements, along with retention and enhancement of Public Rights of Way (PROW).

4.45 There are also several initiatives to promote walking and cycling such as information leaflets, and in some instances new major developments are required

to provide new residents with these details through developer contributions to KCC.

Future Needs to deliver growth from Local Plan

- 4.46 To help inform appropriate active travel measures which could be implemented across the district Sustrans has been jointly commissioned by DDC and KCC to undertake a Cycle and Pedestrian audit of Dover, Deal, Sandwich and Aylesham along with considering improvements to intertown routes.
- 4.47 The Sustrans work has identified a number of interventions and improvements that would help decrease use of private vehicles for short journeys and included potential projects labelled as ‘Dover District Connected – Three towns route’:
- Improvements to NCN route 17 between Kearsney Parks and Dover waterfront and train station
 - Improvements to the route between Deal to Sandwich
 - Improvements to the Capel-le-Ferne to Dover to Deal link.
- 4.48 This work will be developed further by DDC and KCC with specific consideration given to those measures which may help mitigate the impact of the proposed allocations. This may take the form of a Local Walking and Cycling Infrastructure Plan (LCWIP) or a Kent Wide Walking and Cycling Infrastructure Plan. The IDP and IDS will be updated with any specific project details in due course.
- 4.49 KCC Public Rights of Way Team has also provided detailed comments for each of the proposed allocations in the Local Plan with respect to necessary improvements to the public rights of way network in those areas which ensures all sites achieve sufficient accessibility. These have been included within site specific policies. Where additional comments were made as part of the Regulation 19 Local Plan consultation, these have been proposed as Additional Modifications to the Local Plan through SD06¹⁴ and are included with the other project details in the IDS, Appendix 1.
- 4.50 Proposals which assist in the provision of alternative transport modes across a dualled A2 will be encouraged. The Council will work with National Highways 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.

¹⁴ [SD06 Schedule of Additional Modifications to the Regulation 19 Submission Plan March 2023 \(doverdistrictlocalplan.co.uk\)](https://doverdistrictlocalplan.co.uk)



Funding and Delivery

- 4.51 New development is generally expected to meet the needs for infrastructure generated from the development itself. In relation to walking and cycling this can be in the form of new roads/cycle paths, footpaths and crossings and PRoW enhancements and extensions. Provision can be delivered directly by the developer on-site or by way of financial contributions to a service provider/third party for off-site provision.
- 4.52 The Council will use planning obligations (a combination of Section 106 and Section 278 agreements) to obtain funding for new infrastructure that is required to meet the needs of the development, as set out in Local Plan Policy SP11 – Infrastructure and Developer Contributions. This will be used to secure site specific requirements.
- 4.53 KCC were awarded £1.6 Million from the first round of government [Emergency Active Travel Fund](#) to encourage more people to walk and cycle across Kent. In addition, in January 2023, a further grant of £565,439 was given to KCC through the Active Travel England’s Capability Fund to increase the resource and expertise required to deliver Kents Active Travel Plans¹⁵.
- 4.54 At present no schemes are identified in the district, but KCC are currently updating the 10-year programme of active travel schemes to enable them to secure further funding bids, the projects listed above are likely to be included. It is likely they would cost between £1-5 Million.

¹⁵ [New Active Travel schemes will boost walking, cycling and wheeling opportunities - News & Features - Kent County Council](#)

THEME 2: WASTE MANAGEMENT INFRASTRUCTURE

Lead Delivery Partner/s

- Kent County Council

Evidence Base

- [KCC Waste disposal Strategy 2017-2035](#)
- [Developer Contributions Guide | Let's talk Kent \(Technical appendix 18\)](#)

Summary of existing and proposed infrastructure

- 5.1 KCC currently operates five Waste Transfer Stations (WTS) and 19 household waste recycling centres (HWRC), providing Kent residents with facilities for reuse, recycling, and safe disposal of a range of materials. In Dover, KCC operates 3 HWRCs; Whitfield, Deal and Richborough where the public can take their household waste. Until recently, the Whitfield facility was also used as a WTS where kerbside collected waste from the whole of Dover District was taken. Kerbside collected waste is now taken to a separate mercantile facility within the District.
- 5.2 As part of the Kent Waste Disposal Strategy 2017-2035, an infrastructure review of KCC WTSs and HWRCs was undertaken. This identified several capacity issues at the WTS and HWRC sites across Kent, both now and in the next 10 years. This was subsequently updated in 2019 to consider revised housing growth projections
- 5.3 During the consultation stages on the Local Plan, KCC highlighted requirements for the need for contributions to ensure that these waste facilities have sufficient capacity to serve the residential growth planned in Dover over the lifetime of the plan.

Future Needs to deliver growth from Local Plan

- 5.4 As set out in Technical Appendix 18 of [KCC developer contributions guide](#), additional demand generated by housing growth is likely to result in a requirement to build additional, larger sites or invest in the maintenance or repair of existing HWRCs and WTSs. This includes the extension of the HWRC operations onto land that is owned by KCC but not currently used for waste operations to provide additional capacity.
- 5.5 In Dover District, an extension is required to Dover HWRC which is based upon current housing growth locations in the draft Local Plan, if this changes, KCC



have advised that extension projects at Richborough HWRC and or Deal HWRC may be also be required.

5.6 Similarly, the demand for Waste Transfer Facilities (WTF) facilities is currently met through contracts with mercantile facilities. If capacity at these becomes limited over the lifetime of the Plan, then KCC may be required to expand operations at one of its existing waste facilities or secure a new site for WTF services.

Funding and Delivery

5.7 For HWRCs KCC seeks to ensure that facilities are located within a circa 20-minute radius of a development. Therefore, the impact of growth on facilities in the 20-minute radius will be assessed and where there is a deficit of provision, a contribution will be sought for a HWRC directly related to the development. Any development of 10 or more dwellings or a site size of 0.5Ha and above will be assessed. This could generate a request for a contribution where there is an infrastructure deficit.

New HWRC	Cost	Cost Per Tonne £5,000.000 / 25,000	Waste Per Dwelling	Cost Per Dwelling £200.00 * 0.26
25,000 Tonne Capacity (Per Annum)	£5,000,000	£200.00	0.26 Tonnes Per Annum	£52.00
HWRC Extension	Cost	Cost Per Tonne £1,000.000 / 5,000	Waste Per Dwelling	Cost Per Dwelling £200.00 * 0.26
5,000 Tonne Capacity (Per Annum)	£1,000,000	£200.00	0.26 Tonnes Per Annum	£52.00

Figure 3 5- KCC HWRC Waste Calculations (Source Technical Appendix 18)

5.8 A contribution of £52.00 per dwelling (index linked from April 2020) towards improvement works at Dover HWRC to increase capacity will be sought from all major development as this is critical to supporting housing growth in Dover District.



THEME 3: WATER

This category covers Water Supply, Water Abstraction, Wastewater/Drainage and Flood and Coastal Defences.

Lead Delivery Partner/s

- Affinity Water
- Southern Water
- KCC – Lead Local Flood Authority
- Environment Agency
- DDC
- DEFRA

Evidence Base

- [Southern Water – Water Resources Management Plan 2020 to 2070 \(2019\)](#)
- [Affinity Water - Water Resources Management Plan 2020-2080 \(2020\)](#)
- [Water Resources South East- Futureproofing our water supplies: A consultation on our draft Regional Plan for South East England \(2022\)](#)
- [Southern Water – Draft Water Resources Management Plan 2024 \(2022\)](#)
- [Affinity Water – Draft Water Resources Management Plan 2024 \(2022\)](#)
- [Strategic Flood Risk Assessment and other Local Plan flood modelling](#)
- [Dover Water Cycle Study \(2022\)](#)
- [SFRA-Site-Specific-Guidance-for-Managing-Flood-Risk-March-2019.pdf \(dover.gov.uk\)](#)
- [Policy statement on flood and coastal defence \(dover.gov.uk\)](#)
- [Shoreline Management Plan – Isle of Grain to South Foreland](#)
- [Mapping Coastal Change Management Areas in Dover District](#)

Summary of existing and proposed infrastructure

Dover Water Cycle Study 2022

- 6.1 As part of its Infrastructure evidence base, the Council has produced an updated Water Cycle Study (WCS). The WCS provides a summary of the policy and legislative context, before giving an overview of the water environment of this district. The different elements of the water cycle – namely, water supply, water quality, groundwater, water abstraction, wastewater and flooding – are detailed, along with details of supporting infrastructure. The WCS adds more detail to the information summarised below about the current and future needs

within the district with regards to water supply and wastewater and should be referenced alongside this IDP if more information is required.

WATER SUPPLY

6.2 Dover District is served by two water companies – Southern Water and Affinity Water. The northern half of the district including Deal, Sandwich, Eastry, Ash, Wingham and Preston is served by Southern Water, while the southern half of the district, including Dover, Whitfield, Shepherdswell and Eythorne is served by Affinity Water.

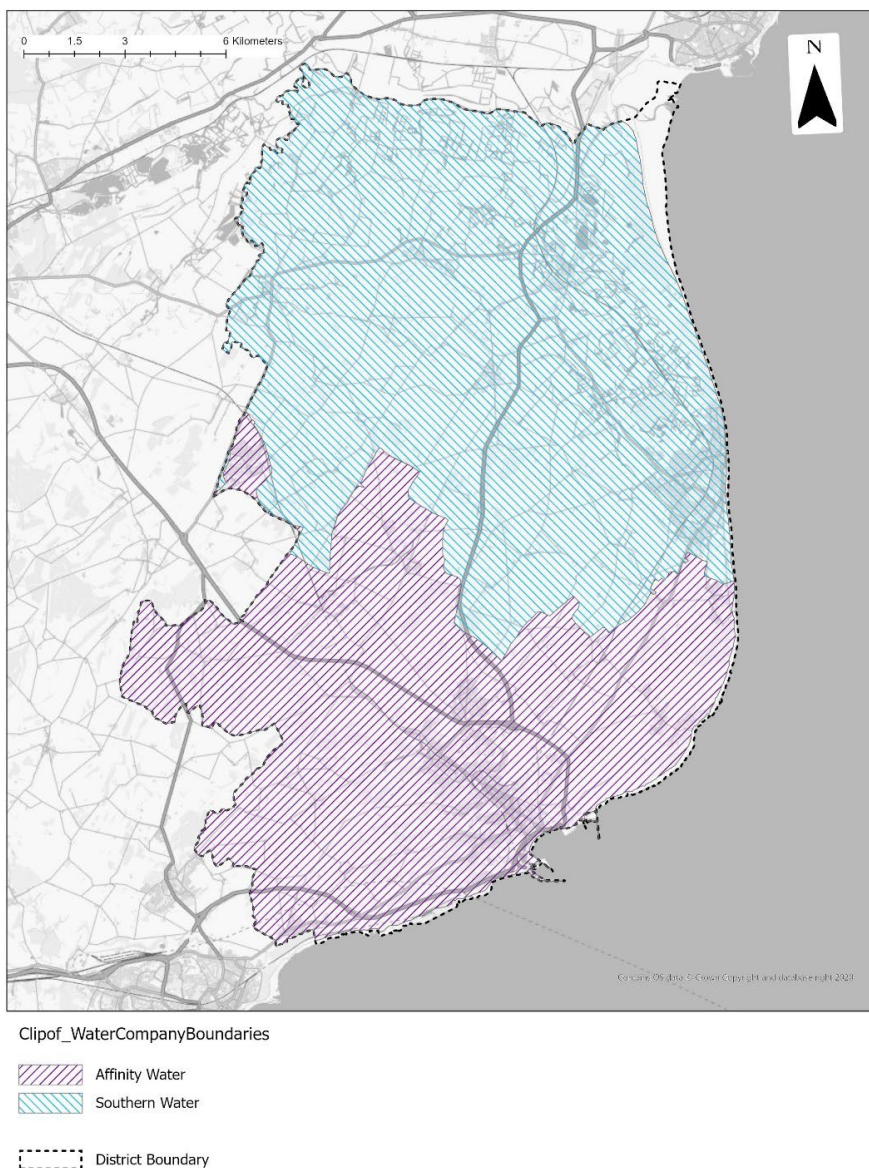


Figure 6 4 - Water Supply Company coverage



Water Resource Management Plans

- 6.3 A Water Resources Management Plan (WRMP) is the statutory 25 year plan that all water companies in England and Wales are required to update, publish, and consult on every five years. The plans show how companies intend to secure water supplies for current and future customers, at least cost to customers, society, and the environment, while meeting all other environmental obligations.
- 6.4 Southern Water's WRMP was published in December 2019 and covers the period from 2020-2070. The northern half of the Dover District falls within Southern Water's 'Thanet Kent' Water Resource Zone (WRZ), and for strategic purposes is part of the 'Eastern Area'. The WRMP states that 77% of water is supplied to the Thanet Kent catchment from groundwater sources, with 2% from rivers and 21% from transfers from the River Medway.
- 6.5 Two schemes are planned which specifically affect the Dover District. The first is a small-scale licence variation at the West Sandwich and Sandwich sources to a flatter licence, enabling more extraction at off-peak times, and this is scheduled to be progressed during AMP6 ready for implementation during 2020-21 to 2024/25 (AMP7). The second scheme is the provision of a new connection at Wingham enabling a small bulk import from South East Water from 2025 to 2030 (AMP8). This is envisaged to help support local demand.
- 6.6 Southern Water are also shortly commencing works in Deal to replace the ageing Water Mains. More information can be found here: [Replacing old water mains in Deal \(southernwater.co.uk\)](https://www.southernwater.co.uk)
- 6.7 Affinity Water's WRMP was adopted in April 2020 and covers the period from 2020-2080. The southern half of Dover District falls within Affinity Water's 'Southeast Region (Dour Community)'.
- 6.8 Under the WRMP Affinity Water will require some licence changes and infrastructure schemes in Dover District. These primarily include removing constraints around the Dover source and strengthening of the network around Broome, which will address needs during periods of peak demand. A summary of supply-side developments for the Southeast Region is provided within the WCS.
- 6.9 As housing numbers (including completions and allocations) are subject to fluctuation and will have changed since figures were supplied to the water providers for use in their supply-side assessments in the production of WRMPs, DDC regularly engages with water company providers and projected growth and site information has been shared throughout the Local Plan process to ensure



that any necessary calculations can be made. Representations were invited from the water providers as part of the Regulation 19 Submission Draft Local Plan consultation.

6.10 In 2020, the Environment Agency published the first National Framework for Water Resources. This was followed by a recent consultation on the Regional Plan for the South East (prepared by Water Resources South East, an alliance of the 6 drinking water companies in South East England). New Water Resource Management Plans have now been drafted by Southern Water and Affinity Water. The emerging Water Resource Management Plans will reflect the Draft regional plan which has been prepared in line with legal and regulatory requirements and policy expectations. These include:

- Increasing the resilience of the region's water supplies to reduce the risk of emergency restrictions such as standpipes to no more than once every 500 years on average by 2040;
- Leaving more water in the environment to deliver long-term environmental improvements;
- Reducing leakage by at least 50% by 2050;
- Supporting the national ambition to reduce household water use to 110 litres per person per day by 2050.

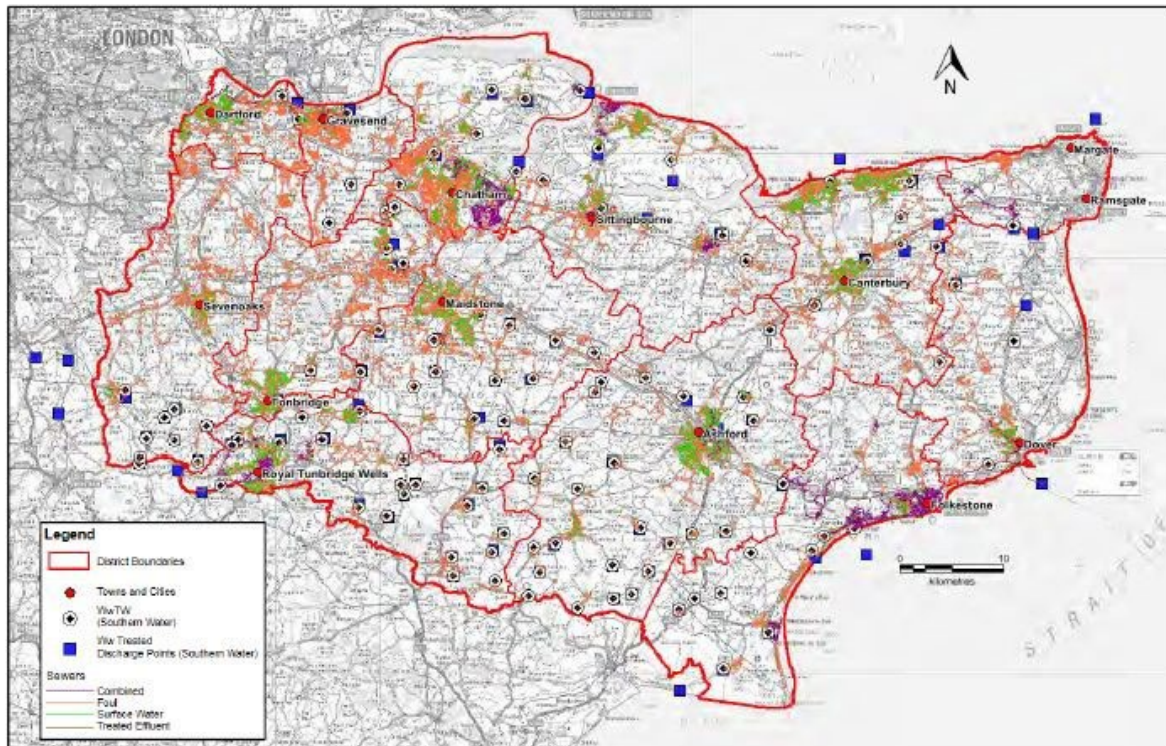
WATER ABSTRACTION

6.11 The Environment Agency (EA) is responsible for managing water resources and controls how much water is taken with a permitting system. The EA regulates existing water abstraction licences and grant new ones, using the Abstraction Licensing Strategy (ALS). The Stour Abstraction Licensing Strategy (2013) is applicable to the Dover District, covering the River Stour and its tributaries, the River Dour and Dover Chalk Block and the Lydden Valley. A Licence is therefore needed where more than 20 cubic metres of water per day will be abstracted from a river or stream, reservoir, lake or pond, canal, spring or from an underground source. Whether or not a licence is granted depends on the amount of water available after the needs of the environment and existing abstractors are met and whether the justification for the abstraction is reasonable. More information can be found in the Water Cycle Study 2022

WASTEWATER

6.12 Southern Water is the statutory sewerage undertaker providing wastewater services for the whole district. Water and sewerage companies have a statutory obligation to provide capacity for new development, and to comply with the

environmental permits set by the Environment Agency. The locations of its wastewater treatment works (WwTWs) are illustrated by the diagram below:



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Figure 75 - Waste Water Treatment Works in District. [Source - Southern Water]

6.13 Each WwTW has a defined catchment area, determined by the coverage of sewer network which drains foul water from property (and surface water where the network is combined) to the treatment facility prior to treatment and discharge. As described in the water quality section, none of the District's water sources are achieving 'good' status under the Water Framework Directive, and factors relating to the provision of water supply and wastewater treatment are key contributors to this.

6.14 Analysis carried out as part of the Kent Water for Sustainable Growth Study (2016) identified that all the WwTWs in the District have sufficient capacity to accept the additional wastewater flow from forecast housing growth. The remaining capacities as a percentage of permitted flow after growth to 2031 for WwTWs that serve Dover District are given in the table below:

WwTW	WwTW Remaining Capacity as a percentage of permitted flow after growth to 2031
Broomfield Bank	11%
Dambridge Wingham	29%
Eastry	49%
Weatherlees Hill	31%

Table 2 6 - Treatment Works with remaining capacities after growth to 2031

Southern Water's Drainage and Wastewater Management Plan (2023)

- 6.15 In 2023 Southern Water (SW) published its Drainage and Wastewater Management Plan (DWMP). The document includes a 25-year plan for investments in wastewater and drainage systems that are fit for the future. This includes planning for future climate and population, reducing storm overflows, flooding and pollution, and protecting and improving the water environment.
- 6.16 The published DWMP comprises a regional (Level 1) DWMP and five supporting investment plans, as well as a catchment-based DWMP for each of the eleven river catchments across SW's operating region, including the Stour catchment which is of relevance to Dover District. In producing the plan SW has taken account of forecast Local Authority housing growth, as part of its collaborative planning approach which involved 75 different organisations.
- 6.17 Identified 'preferred option' investment needs in the Drainage and Wastewater Management Plan include improvements to the wastewater systems of [Broomfield Bank](#), [Dambridge \(Wingham\)](#) and [Weatherlees Hill](#). Options include education, pipe rehabilitation, wastewater treatment, asset resilience and storm overflows. View Southern water investment needs tables for indicative costs, timescales and potential partners: [Options development and appraisal for Stour \(southernwater.co.uk\)](https://www.southernwater.co.uk).

FLOOD RISK AND COASTAL DEFENCES

- 6.18 The risks of flooding within this District arise from a number of sources. The coastal settlements of Sandwich, Deal and Dover are all known to be at risk of flooding (to some degree) from the sea. The River Stour and River Dour present a fluvial risk of flooding to the settlements bordering these rivers. The centre of the District is in parts low lying, and the varied undulating topography throughout the district can present a risk of surface water flooding to both rural and urban communities.
- 6.19 DDC works with key partners in planning local flood risk management works on minor watercourses, as well as working with the Lead Local Flood Authority (Kent County Council) and others to ensure that risks are effectively managed. Responsibilities for each organization are set out below:
- The Environment Agency is responsible for the management of flooding from main rivers;



- Kent County Council is responsible for the management of flooding from ordinary watercourses, surface water and ground water;
- Southern Water is responsible for managing sewer flooding; and
- Highway flooding is the responsibility of Kent Highways.

6.20 As lead Local Flood Authority, Kent County Council is a statutory consultee on surface water for major developments (SuDS).

6.21 The Strategic Flood Risk Assessment (SFRA) for the District produced in 2019 provides a clear picture of the potential risks associated with flooding within Dover District and outlines the requirements with regard to ensuring that these risks are managed in a sustainable way into the future.

Tidal Defences

6.22 The Sandwich Town Tidal Defence Scheme is a partnership between the Environment Agency, Pfizer and Kent County Council. Some areas of Sandwich had a low standard of protection, only 1-in-20 chance of tidal flooding every year. Following the Pegwell Bay to Kingsdown coastal defence strategy in 2008, the Environment Agency developed a tidal flood defence scheme to provide a 1-in-200 standard of protection to 488 homes and 94 commercial properties in Sandwich.

6.23 The tidal flood defence scheme also protects:

- the neighbouring Discovery Park,
- valuable infrastructure, such as the main coastal access routes,
- important tourist and employment areas.

6.24 The scheme was the single largest flood defence scheme in Kent for 3 decades and the first of its kind, in terms of being delivered in partnership with both public and private finance. The final cost of the scheme is £24.6 million (£23.5 million project cost, plus £1.1 million flood recovery works). The scheme was made up of 16 sections of defences along the banks of the River Stour. The works involved building:

- a new tidal flood relief area outside of the town at Broadsalts;
- 14 kilometres of flood walls and embankments on both banks of the River Stour;
- a 1 metre high flood wall at Sandwich Quay.

6.25 Construction began on the scheme in March 2013 and was completed in late 2015.

Costal Defences

6.26 The Department of The Environment, Food and Rural Affairs (DEFRA) is responsible for the protection of the UK coastline from flooding and erosion.

6.27 Coastal Defence is a term that covers:

- Coastal Protection: the protection of the coast from erosion - work carried out by Dover District Council
- Flood Defence: the protection from flooding by the sea - construction and maintenance carried out by the Environment Agency.

6.28 DDC have a Beach Management Plan (BMP) that lasts 5 years (and which extended into 2023 due to some enhancement works to sea defences). A further application will be made to the Environment Agency for further funding to assist another BMP and this will cover the same area from Oldstairs Bay to Sandown Castle in North Deal. The BMP is EA grant funded and the works are sought to be delivered in accordance with the EA shoreline management plan (SMP), which is more specific for the given cells along the stretch of coastline.

6.29 Under the Shoreline Management Plan (SMP) for this frontage, it is recommended that the beach is maintained through regular beach management works (known as 'holding the line'). The main reason is largely to reduce flood risk and protect the other sea defences, such as the sea walls.

6.30 Every year beach monitoring surveys are carried out along the whole coastline to indicate any beach erosion. This helps DDC ascertain quantities of accretion and deposition e.g., areas of eroded beach or areas that have accumulated too much beach.

6.31 Further details relating to the areas in the Dover District can be found within the [Shoreline Management Plan \(SMP10\)](#). Overall the SMP looks to maintain sea defences, hold existing beach profiles and reduce the risk of coastal flooding.

6.32 A recent SMP10 compliant scheme was completed by DDC in 2022 for St Margaret's Bay to replenish the sea defences. More information on past and planned sea defences work can be found here:

- [Coast Protection \(dover.gov.uk\)](https://www.dover.gov.uk/coast-protection)
- [Deal Beach Management Works \(dover.gov.uk\)](https://www.dover.gov.uk/deal-beach-management-works)

Future Needs to deliver growth from Local Plan

6.33 In respect of water supply, the Environment Agency's ALS details that there is significant pressure on sources of abstraction, especially in lower-flow scenarios. It therefore follows that both the district's water suppliers have



committed to significant leakage reduction targets as well as demand management policies, and both companies also plan to extend existing supply arrangements with neighbouring providers.

- 6.34 This is also reflected in the WRMPs of both the providers, Southern Water and Affinity Water. These strategies have undertaken detailed modelling work in order to account for proposed housing growth and environmental conditions. They include a range of measures to accommodate growth in their respective catchments through including increasing yield from infrastructure, increased water efficiency measures in new properties and existing building stock and a commitment to a programme of works to reduce the level of water lost to leakages.
- 6.35 Both the District's water providers have also addressed the predicted effects of climate change in their Water Resource Management Plans, to ensure that the likelihood of droughts in future is minimised and that their water infrastructure undergoes required upgrades enabling it to remain functional through a greater intensity of inclement weather conditions.
- 6.36 In terms of new infrastructure for water supply, the requirements consist of a new trunk main, service reservoir and booster station to serve the Whitfield urban extension, as well as local network upgrades to serve developments across the district.
- 6.37 As regards wastewater, the requirements for future growth are a new local system and upgrade to serve the Whitfield urban extension, and local sewer upgrades to serve developments across the district. These are set out in site specific policies where relevant and the IDS in Appendix 1.
- 6.38 Drainage and wastewater management plans (DWMPs) are also currently being developed to ensure the sustainability of drainage and wastewater management infrastructure and the services it provides to customers and the environment. These Plans will set out how water and sewerage companies intend to extend, improve and maintain a robust and resilient drainage and wastewater system over the long term. Southern Waters Draft DWMP was published for consultation in June 2022: [Drainage and Wastewater Management Plans \(DWMPs\) \(southernwater.co.uk\)](https://www.southernwater.co.uk/consultation/dwmp),

Flood Risk and Coastal defences

- 6.39 Dover District is at risk from flooding from various sources, including coastal and fluvial. Policy CC5 in the Local Plan ensures such flood risk is managed responsibly and sustainably and in accordance with the requirements of the Strategic Flood Risk Assessment. All applications will therefore be subject to the requirements of Policy CC5, and where relevant will be required to submit site specific Flood Risk Assessments (FRA) with planning applications.



- 6.40 The District Council's Site Specific Guidance for Managing Flood Risk (2019) provides general advice and clear guidance for planners and developers on how to submit information relating to flood risk in support of planning applications. It provides a district-wide risk map with clear accompanying guidance, to enable both the Sequential Test and Exception Test to be applied. In addition, it sets out the requirements of a Flood Risk Assessment (FRA) and provides guidance for developers on how to prepare a compliant FRA.
- 6.41 Policy CC6 in the Local Plan sets out the requirements in relation the surface water drainage and provides guidance for developers on how to complete the Sustainable Drainage Systems (SuDS) proforma.
- 6.42 Sites allocated for development within this Plan have been subject to a sequential assessment. Specific requirements for sites allocated for development within this plan are set out in the site-specific policies.
- 6.43 Unlike many other infrastructure items, the need for new or improved defences against water intrusion is not necessarily directly related to development as this can include coastal flooding and fluvial flooding.

Funding

- 6.44 The Water Industry National Environment Programme (WINEP) establishes the work that water companies in England are required to do in order to meet their obligations from environmental legislation and UK government policy. The WINEP (published in May 2022) is the most important and substantial programme of environmental investment in England, setting out how the water industry will contribute to improving the natural environment. For 2020 to 2025 it consists of £5.2 billion of asset improvements, investigations, monitoring and catchment interventions.
- 6.45 The majority of funding for water infrastructure will come from the providers themselves. However, where possible and in accordance with the CIL Regulations they would be seeking developer contributions to support the delivery of mitigation schemes. DDC will continue to liaise with providers to consider the need, timing and funding for infrastructure projects identified to support the delivery of site allocations within the Local Plan.
- 6.46 With regards to flood risk mitigation and management, the majority of funding for infrastructure would come from either KCC as the Lead Local Flood Authority, or the EA, based on the outcomes of cost-benefit analysis.
- 6.47 However, where possible and in accordance with the CIL Regulations KCC would be seeking developer contributions to support the delivery of flood mitigation schemes. DDC will continue to liaise with KCC through the development management process to consider the need for flood risk



management infrastructure projects identified to be implemented to support the delivery of site allocations within the Local Plan. Specific on-site requirements for sites allocated for development within this plan are set out in the site-specific policies and the developer will be expected to deliver these at their cost.

THEME 4: UTILITIES AND DIGITAL INFRASTRUCTURE

This section includes Gas, Electricity and Broadband.

Key Delivery Partners

- Southern Gas Networks
- UK Power Networks
- National Grid
- Kent County Council (Broadband)
- Building Digital UK (BDUK)
- Operators of mobile and digital infrastructure

Evidence Base

- [UK Power Network Business Plan](#)
- [Southern Gas Network Business Plan - Southern](#)
- [RIIO-GD2 Business Plan | SGN Your gas. Our network.](#)
- [KCC Broadband Programme](#)
- [Project Gigabit Delivery plan - winter update 2023 - GOV.UK \(www.gov.uk\)](#)
- [Unleashing rural opportunity \(publishing.service.gov.uk\)](#)

Summary of existing and emerging infrastructure

7.1 National Grid owns and operates electricity and natural gas transmission networks. The company is the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity. National Grid operates the electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. UK Power Networks (UKPN) is the electricity distribution company for Dover District.

7.2 Multiple operators own and maintain the existing telecommunication network that connect the country through telephone and broadband. BDUK and Openreach are key providers and are accelerating the roll out of superfast broadband (> 30mbps) nationally and have provided ultrafast broadband (over 1000mbps) to four and a half million homes and businesses. By the mid to late 2020s Openreach aim to reach 20 million homes and businesses.



- 7.3 The Government have announced a new £5 billion Project Gigabit programme which will target areas that broadband network operators will not upgrade under their own investment plans. The Government also intends for this programme to provide a solution for areas which cannot currently access a superfast broadband service. The formal procurement process has started and a contract with a supplier is expected to be awarded in November 2023.
- 7.4 In the meantime, the Government has launched a new voucher scheme to provide funding for rural communities who wish to take forward their own community broadband schemes ahead of the Project Gigabit rollout.
- 7.5 KCC are working with BDUK and Openreach to connect an additional 5,000 rural homes and businesses with no or slow broadband with gigabit capable, fibre-to-the-premise broadband.

Future Needs to deliver growth from Local Plan

- 7.6 Consultation with all utility providers has taken place as a continuous process over the development of the Local Plan to inform the future needs for provision. This has included the sharing and seeking comments on sites put forward as part of HELAA process.

Electricity

- 7.7 National Grid made comments on the Regulation 18 Plan which identified an asset in the district. Subsequent communications in November 2021 have agreed that there are no site allocations proposed close enough to affect this asset and therefore National Grid have no comments or objections to the proposed Local Plan or the policies within it.
- 7.8 As of late 2021, UK Power Networks have advised that there are no major constraints that they are aware of and that they review the electrical usage to factor in the new annual maximum demand which can either have increased or decreased.
- 7.9 UKPN have confirmed that no significant infrastructure improvements have been identified at this time which need to be included within the Local Plan.

Gas

- 7.10 Southern Gas Networks (SGN) have been made aware of the scale and distribution of growth proposed in the Local Plan during the Regulation 18 stages of plan making and have not identified any specific schemes required to



accommodate new development. This will continue to be reviewed through the Plan's evolution, though it is anticipated that any connections and associated infrastructure improvements will be identified and delivered alongside development. New development will likely require connections to the gas network, in some instances this may drive reinforcement.

Digital

- 7.11 The Government has set clear, ambitious targets for the availability of Fibre to the Premise (FTTP) and 5G networks with an aim of 15 million premises connected to FTTP by 2025 and with coverage across all parts of the country by 2033. This is intrinsic to the increased 5G coverage which aims to cover most of the population by 2027.
- 7.12 With respect to Broadband in Dover, ensuring the roll-out of highspeed internet connections across the district for current and future residents is a priority for the Council. Accordingly, there is a working group of key officers and members from Dover Council and Kent County Council who meet on a regular basis with key industry partners such as Openreach so that this ambition can be delivered. KCCs Broadband Programme sets out the Kent Rural Fibre Broadband Project with BDUK and Openreach.

Funding and Delivery

- 7.13 SGN are funded by OFGEM, through the current price control period of RII0-GD1 and in some instances through customer funding calculated by way of an economical assessment based on annual quantity of gas/number of dwellings over a long term period.
- 7.14 If there are significant demand increases across a local distribution electricity network area, then the local network distribution operator may seek reinforcement at an existing substation or a new grid supply point. In addition, National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.
- 7.15 New electricity and gas supplies and connections to them are funded by developers of new schemes. When a request for a supply is received, developers are quoted a Connection Charge. If the connection requires reinforcement of the network, then a Reinforcement Charge may also be applied. With regards to UKPN these reinforcement works would be partly charged to the relevant developers and partly funded by UKPN in line with the Common Connections Charging Methodology.
- 7.16 The Government is seeking to reduce electricity connection costs by reducing the costs charged to connecting customers where distribution network reinforcement is required to accommodate new and upgraded connections. The



Government is also aiming to publish a Connections Action Plan jointly with Ofgem this summer to progress work on accelerating electricity network connections by releasing network capacity and improving the connection process. These are site-specific costs so there would be no call on external funding sources. Therefore, it is not necessary for additional funding to be identified in the IDP.

7.17 The provision of gigabit-cable infrastructure will be required for all new developments (housing, public and business) and will be secured through the new building regulations introduced in late 2022.

7.18 For existing homes and business', the [Government's Gigabit Voucher Scheme \(GBVS\)](#) can also help communities to get connections to Broadband. Under this scheme rural premises with broadband speeds of less than 100Mbps where there is no commercial rollout plan, could be eligible for a voucher worth up to £4,500.



PART 2 – SOCIAL AND COMMUNITY INFRASTRUCTURE

THEME 5: EDUCATION

8.1 This section includes Nursery education, Primary education, Secondary education, Special Educational Needs, Further and Higher Adult Learning.

Lead Delivery Partner/s

- Kent County Council (KCC)
- Department for Education (DfE)

Evidence Base

- Correspondence between DDC and KCC Representations on Regulation 19 Local Plan / IDP in 2022 and further communications in June 2023
- [Commissioning Plan for Education Provision - Kent County Council 14-24 learning, employment and skills strategy - Kent County Council](#)
- [Education, learning and skills vision and priorities for improvement - Kent County Council](#)
- [Kent strategy for school improvement - Kent County Council](#)
- [Early years and childcare strategy 2020-23 - Kent County Council](#)
- [SEND strategies and policies - Kent County Council](#)
- [Securing developer contributions for education \(publishing.service.gov.uk\)](#)
- [KCC Developer Contributions Guide 2023](#) and Technical Appendices 4-11

Summary of existing and proposed infrastructure

8.2 Kent County Council has statutory duties as the Education Authority to ensure sufficient primary and secondary school places are available for all children in the district. Consideration is also given to the provision of early years, sixth form education, and further (adult) education.

8.3 Details of all schools in the district can be found below:

- | | |
|--|----------------|
| • Ash Cartwright & Kelsey CEP School | Primary School |
| • Astor College, Dover | High School |
| • Aycliffe Community Primary School, Dover | Primary School |
| • Aylesham Primary School | Primary School |
| • Barton Junior School Dover | Junior School |
| • Capel-le-Ferne Primary School | Primary School |
| • Charlton CEP School Dover | Primary School |
| • Deal Parochial CEP School Deal | Primary School |
| • Dover Christ Church Academy Dover | High School |
| • Dover Grammar School for Boys | Grammar School |
| • Dover Grammar School for Girls | Grammar School |



- Downs CEP School, The Deal Primary School
- Duke of York's Royal Military School, Dover Wide Ability School
- Eastry CEP School Sandwich Primary School
- Elms School Dover Special Schools
- Eythorne Elvington Community Primary Primary School
- Goodnestone CEP School Primary School
- Goodwin Academy Deal High School
- Green Park Community Primary Dover Primary School
- Guston CEP School Dover Primary School
- Hornbeam Primary School Deal Primary School
- Kingsdown & Ringwold CEP School, Deal Primary School
- Langdon Primary School Dover Primary School
- Lydden Primary School Dover Primary School
- Nonington CEP School Dover Primary School
- Northbourne CEP School Deal Primary School
- Portal House School Dover Special Schools
- Preston Primary School Primary School
- Priory Fields School Dover Primary School
- River Primary School Dover Primary School
- Sandown School Deal Primary School
- Sandwich Infant School Sandwich Infant School
- Sandwich Junior School Sandwich Junior School
- Sandwich Technology School, Sandwich High School
- Shatterlocks Infant School Dover Infant School
- Sholden CEP School, Deal Primary School
- Sibertswold CEP School¹⁶ Dover Primary School
- Sir Roger Manwood's School Sandwich Grammar School
- St Edmund's Catholic School Dover Wide Ability School
- St Joseph's Catholic Primary, Aylesham Primary School
- St Margaret's-at-Cliffe Primary Primary School
- St Martin's School Dover Primary School
- St Mary's Catholic Primary Deal Primary School
- St Mary's CEP School, Dover Primary School
- St Richard's Catholic Primary, Dover Primary School
- Temple Ewell CoE Primary Dover Primary School
- Vale View Community School, Dover Primary School
- Warden House Primary School, Deal Primary School
- White Cliffs Primary School, Dover Primary School
- Whitfield Aspen School, Dover Primary School
- Wingham Primary School Primary School
- Worth Primary School, Deal Primary School

¹⁶ Sibertswold Church of England Primary School will be changing its name from 1st September 2023 to: Shepherdswell Church of England Primary School



8.4 The table on the next pages sets out the position as of April 2022 for planned improvements to schools, based on existing S106 agreements. This will be updated by the 2022/23 Infrastructure Funding Statement currently being prepared, but provides a useful snapshot of expected school infrastructure provision and changes.

Primary School	Location	Current	Short 1-2 years	Medium 3-5 years	Long 5+ years	Total S106 Funding
Aylesham Primary School & St Joseph's Primary School	Aylesham		£596,563			£596,563
St Joseph's Primary School	Aylesham			£112,185	£112,185	£224,370
Deal Parochial CEP School	Deal		£761,826	£723,009	£351,438	£1,836,273
Discovery Park School	Sandwich		£106,243			£106,243
Green Park Community Primary School	Dover				£61,384.96	£61,384.96
Hornbeam Primary School	Deal				£159,552	£159,552
Lydden Primary School	Dover			£46,536		£46,536
Martello Primary School	Folkestone			£63,156		£63,156
Sandwich Infants School	Sandwich			£166,200		£166,200
Warden House Primary School	Deal		£39,888			£39,888
White Cliffs Primary School	Dover			£144,594		£144,594
Whitfield Aspen School	Dover				£3,500,000	£3,500,000
Not specified - Sandwich area	Sandwich		£182,820			£182,820
	Totals	£	£1,687,340	£1,255,680	£4,184,559.96	£7,127,579.96

Secondary School	Location	Current	Short 1-2 years	Medium 3-5 years	Long 5+ years	Total S106 Funding
Dover Christ Church Academy	Dover		£30,865	£179,038	£115,220	£325,123
Dover Grammar School for Girls	Dover			£113,016	£598,735	£711,751
Goodwin Academy/Sir Roger Manwood Secondary School	Deal/Sandwich		£24,690	£436,190		£460,880

Sir Roger Manwood School	Sandwich		£735,734	£512,524		£1,248,258
Sir Roger Manwood Secondary School/additional secondary school places within the Deal and Sandwich non selective and Dover District selective	Deal/Sandwich / Dover				£312,740	£312,740
Not specified - within 5 miles of Aylesham	Aylesham			£138,895	£138,895	£277,790
Not specified - Deal & Sandwich non-selective secondary schools	Deal/Sandwich				£626,830	£626,830
Not specified - Sandwich area	Sandwich		£226,326			£226,326
	Totals		£1,017,615	£1,379,663	£1,792,420	£4,189,698

Table 37 - Existing S106 contributions received and secured as of 31st March 2022 [Source [Infrastructure Delivery \(dover.gov.uk\)](https://www.dover.gov.uk/infrastructure-delivery)]



Future Needs to deliver growth from Local Plan

- 8.5 Consultation with KCC has taken place as a continuous process over the development of the Local Plan to inform requirement for new education provision, this included early engagement at options stages, formal consultation at Regulation 18 and Regulation 19 stages, and further written communications following consultation, up to June 2023. Ongoing consultation has ensured that there has been an understanding where existing capacity at schools was able to accommodate growth, where there were simple solutions to expanding existing schools, and where development may assist in dealing with current capacity issues. These factors, amongst other policy requirements, have where possible influenced the locations of new development, with the aim of taking advantage of existing capacity and minimising the need for new facilities.
- 8.6 The following section details the requirements that KCC education have advised to be included in the IDP to meet the needs of Local Plan growth, whilst considering existing extant developments.
- 8.7 The future projections for education rates are the KCC standard and are set out in more detail within the Technical appendices of the KCC Developer Contribution Guide related to education needs¹⁷ It is also important to note that 'Early Years' requirements currently set out may need to be reconsidered when the national position changes in relation to the commitment to putting early years care down to 9 months.

Primary School Provision

- 8.8 Primary school provision is considered across each of the 9 primary school planning groups independently. Across the District with the level of housing in Reg 19 and extant permissions KCC expect 2,354 primary aged pupils. This equates to 11.2FE of provision.
- 8.9 **Whitfield and Dover North Planning Group** - The plan would suggest 2,240 dwellings leading to 486 primary aged pupils. Extant permission of 1,257 dwellings leading to a further 273 pupils (total 759 pupils). This is equivalent to just over 3.6FE of additional primary school provision. The draft Regulation 19 Local Plan increases the number of dwellings by 600 to 6,350.
- 8.10 The additional 600 homes would increase the primary school requirement to 6.6FE. Three 2FE primary schools were identified in the masterplan. One schools site (2FE) is already secured through the planning consent for Phase 1a and the first 1FE of capacity has been delivered as satellite of Whitfield

¹⁷ [Developer Contributions Guide - Kent County Council](#)



Aspen.. This leaves the second 1FE to be build. A further 2/3FE of land is required.

- 8.11 **Dover Town Planning Group** - The plan would suggest 1,251 dwellings leading to 271 primary aged pupils. Extant permission of 280 dwellings leading to a further 61 pupils (total 332 pupils). This is equivalent to just around 1.6FE of additional primary school provision. There is little option to expand any of the town schools so any additional places needed may be required in an adjoining planning group with any developer contributions being directed there.
- 8.12 **Dover West Planning Group** - The plan would suggest 95 dwellings leading to 21 primary aged pupils. Extant permission of 297 dwellings leading to a further 64 pupils (total 85 pupils). Existing schools should be able to accommodate this level of development but that will be assessed when planning applications are received.
- 8.13 **Dover East Planning Group** - The plan would suggest 136 dwellings leading to 30 primary aged pupils. Extant permission of 400 dwellings leading to a further 87 pupils (total 117 pupils). The expansion of Guston CE Primary School to 1FE will be required.
- 8.14 **Deal Planning Group** - The plan would suggest 288 dwellings leading to 62 primary aged pupils. Extant permission of 1,212 dwellings leading to a further 263 pupils (total 325 pupils). This is equivalent to just under 1.5FE of additional primary school provision. Current forecasts would suggest that existing school and the planned expansion of Deal Parochial CE Primary School (if required) should be sufficient to address the pressure for school places from additional housing.
- Sandwich and Eastry Planning Group** - The plan would suggest 362 dwellings leading to 79 primary aged pupils. Extant permission of 1,133 dwellings leading to a further 246 pupils (total 325 pupils). This is equivalent to around just under 1.5FE of additional primary school provision. Extension of primary provision will be required.
- Ash and Wingham Planning Group** - The plan would suggest 382 dwellings (of which 196 are allocated in the Ash Neighbourhood Plan) leading to 83 primary aged pupils. Extant permission of 174 dwellings leading to a further 38 pupils (total 121 pupils).
- 8.15 **Aylesham Planning Group** - The plan would suggest 684 dwellings leading to 148 primary aged pupils. Extant permission of 392 dwellings leading to a further 85 pupils (total 233 pupils). This is equivalent to just over 1FE of additional primary school provision.



8.16 If no other housing is to come forward in the Plan period, 1FE of additional primary school provision could be achieved by expansion of one or a number of the three schools:

- Aylesham Primary School
- St Joseph's RC Primary School
- Nonington CE Primary School

8.17 ***Eythorne and Shepherdswell Planning Group*** - The Local Plan would suggest 430 dwellings leading to 93 primary aged pupils. Extant permission of 41 dwellings leading to a further 9 pupils (total 102 pupils). This is equivalent to around 0.5FE of additional primary school provision. Extension of primary provision will be required.

Secondary School Provision

8.18 Secondary provision needs to be looked at across the District as a whole. With the level of housing in the Regulation 19 Local Plan, and extant permissions, KCC expect 1,681 secondary aged pupils. This equates to around 11.2FE of provision. Around 30% of this would be expected to be in the selective sector. Secondary school expansion will be required to support the new development at Whitfield.

8.19 Forecasts would suggest that there will be surplus places in the secondary sector in the short, medium and longer term. Therefore, it is agreed that the expansion of existing secondary schools could be considered to accommodate new and extant housing for the period of this plan. KCC would look at expanding existing schools, if required. However, the size of existing secondary school sites could limit the amount of expansion that is possible or could increase the costs of an expansion.

8.20 KCC request that should land adjacent to any existing secondary school become available, that DDC consults with KCC at the earliest opportunity to determine whether the land should be safeguarded for future education expansion. One example is Sandwich Technology School which has a site of 6.5he. The school is already under the DFE site guidelines for a school of its current size (8.5FE) by at least 0.7h. Therefore, the addition of a further 1-2ha of land would support the expansion of the school by an additional 1FE.

8.21 Looking in the longer term (post 2030) KCC recommend that DDC consider allocating land for new secondary school provision when the Plan is refreshed in the future.



Funding rates of Secondary and Primary Schools 2022

- 8.22 Funding rates are contained within the KCC Developer Contributions Guide 2023 and relevant Technical Appendices¹⁸.

Special Educational Need and Disabilities (SEND) Provision

- 8.23 SEN (Special Educational Needs) – latest KCC data (Commissioning Plan for Education Provision in Kent 2023) shows 4.8% of pupils in Kent's maintained and independent schools have EHCPs (whereas it is 3.7% nationally). Both nationally and within Kent this is increasing every year. The SEND pupil product ratios are 0.0110 per house and 0.0027 per applicable flat.

The latest KCC data (Commissioning Plan for Education Provision in Kent 2023) shows 4.8% of pupils in Kent's maintained and independent schools have EHCPs (whereas it is 3.7% nationally). Both nationally and within Kent, the number of children and young people with an EHCP is increasing every year. SEND infrastructure in Kent is currently at capacity, so KCC will seek contributions from all housing proposals that meet the threshold to mitigate this new demand.

- 8.24 KCC's Commissioning Plan for Education Provision in Kent 2023 sets out the details of the future commissioning of provision across the county which includes new special school places and the provision of additional Special Resource Provision (SRP) places. In Dover District the Beacon Satellite at Walmer has already been commissioned and will provide 240 special school places. Future projects in the district are being considered but will depend on the outcome of Kent's review of SEND provision.
- 8.25 The SEND pupil yield figures of are 0.0110 per house and 0.0027 per applicable flat are calculated by multiplying the mainstream pupil yield figures for primary and secondary education by 3.7% (the current proportion of pupils with EHCPs nationally) and deducting the percentage of children and young people who have an EHCP, but do not access specialist education provision (based on England percentages only).
- 8.26 SEND contribution rates are derived from a 2019 Aecom study of Kent SEND build projects commissioned by KCC, benchmarked against national projects. A blended rate is used as the baseline, covering provision of a broad range of SEND school places incorporating the cost of new build specialist schools,

¹⁸ [Developer Contributions Guide - Kent County Council](#)



extensions, and SRP provision. This is £50,893.35 per pupil, or £559.83 per house and £139.96 per flat¹⁹.

Early Years Provision

- 8.27 Around 11.8 new early years settings would be required to address the need from the Plan and extant housing.
- 8.28 For Whitfield and Dover North planning group alone around 6 settings would be required. It would be expected that the two new schools would have a nursery provision and one could be added to on the Whitfield Aspen main site. Additional settings could be added to existing schools, located in community use buildings and commercial premises. DDC will work with KCC to consider how any new community buildings or commercial building could be located and designed in such a way as enable this to happen.
- 8.29 With regards Early Years contributions. The revised version of the KCC guide does not currently include monetary contributions for Early Years provision. KCC will request that all new primary schools are built with a 26 place nursery.
- 8.30 In terms of planning for additional provision for pre-nursery school children and wrap-around care, KCC encourages all district councils to recognise the importance of Early Years education, and the role of the private and voluntary sector in delivering this essential service. KCC does this through encouraging councils and developers to consider from where private and voluntary sector providers can operate (community buildings, commercial premises) and to plan for this.
- 8.31 It is important to note that 'Early Years' requirements currently set out may need to be reconsidered when the national position changes in relation to the commitment to putting early years care down to 9 months.

Community Learning and Skills

¹⁹ All KCC Education, Waste and Community Services contributions are to be index linked by the BCIS All-In Tender Price Index based at Q1 2022 to the date of payment



- 8.32 This is considered on a standard per dwelling basis and KCC currently seek **£34.21 per new dwelling**²⁰ for community learning and skills (formerly labelled as Adult Education). This is set out within the [KCC Developers Contribution Guide \(2023\)](#).

THEME 6: HEALTH AND SOCIAL CARE

- 9.1 For the purposes of the IDP, health is considered to consist of the following: general practitioner services (GPs), community health (out of hospital/local care), mental health, hospitals, dentists and public health.

Key Delivery Partners

- NHS Kent and Medway Integrated Commissioning Board (ICB) (Formerly Clinical Commissioning Group (CCG))
- NHS England
- Public Health England
- KCC Public Health and KCC Social Care

Evidence Base

- DDC correspondence with NHS Kent and Medway ICB
- Health and Care Partnerships
- [Primary care networks: NHS Kent and Medway \(icb.nhs.uk\)](#)
- [Plans to improve primary care \(2022-2024\): NHS Kent and Medway \(icb.nhs.uk\)](#)
- [CCG archive: NHS Kent and Medway \(icb.nhs.uk\)](#)
- [Unleashing rural opportunity \(publishing.service.gov.uk\)](#)
- [Developer Contributions Guide | Let's talk Kent](#)

Summary of existing and emerging infrastructure

- 9.2 There are a number of agencies and organisations responsible for the delivery of health infrastructure in the district, and the commissioning of health services is currently split across three main organisations: NHS Kent and Medway ICB (Formerly CCG), and Public Health (Kent County Council) and NHS England.

²⁰ All KCC related Costs are indexed as of April 2020 at (BCIS index 360.3) (applies throughout this document).



- 9.3 In Kent and Medway all the NHS organisations and the Kent and Medway councils have been working together as a sustainability and transformation partnership (STP) since 2016. In April 2021 NHS England formally accredited the Kent and Medway as an Integrated Care System.
- 9.4 Government proposals set out in a White Paper in February 2022 that subject to legislation being passed, Clinical Commissioning Groups would be replaced by new NHS statutory organisations on 1st July 2022. In Kent and Medway there is now one organisation covering the same boundaries as the former CCG, known as **NHS Kent and Medway ICB**.
- 9.5 With the Integrated Care System are:
- Health and Care Partnerships (HCP) that bring together the providers of health and care services, along with other key local partners to work together to plan and deliver care. There are four HCPs in Kent and Medway; East Kent, Dartford, Gravesham and Swanley, West Kent and Medway and Swale.
 - Established in 2019 Primary Care Networks (PCNs) are groups of general practices working together and in partnership with a range of other health and care services in the local area to offer more personal and co-ordinated care. There are 42 PCNs in Kent and Medway; 4 of which cover all or part of the Dover area.
- 9.6 At the time of writing, an Interim Kent and Medway Integrated Care System Estates and Infrastructure Strategy was in development which will be further informed by place based clinical and estates strategies to be developed by HCPs during 2023. This work will inform the IDP regarding healthcare infrastructure plans and requirements.
- 9.7 The Dover area comprises general practices within Primary Care Networks including; Dover Town PCN, Sandwich and Deal PCN, CARE Kent PCN and Total Health Excellence (THE) East PCN. These are:
- Dover Town - Buckland Medical Practice, High Street Surgery and St.James Surgery
 - Deal and Sandwich – Balmoral Surgery, Manor Road Surgery, Sandwich Medical Practice, St.Richards Road Surgery & The Cedars Surgery
 - Care Kent – Ash Surgery
 - THE EAST - Aylesham Medical Practice, Lydden Surgery, White Cliffs Medical Centre and Pencester Surgery

Source: [Primary care networks: NHS Kent and Medway \(icb.nhs.uk\)](https://www.icb.nhs.uk/primary-care-networks)



Current planned improvements

9.8 Improvements to existing healthcare provision and/or new healthcare provision have been secured through use of S106 agreements against a number of schemes of development across the District. It is the responsibility of the ICB to define any site-specific healthcare requirements that arise from new development proposals and to ensure that associated contributions are defined (based on direct need) and secured. They do this through the planning application process. Once S106 contributions are secured and projects confirmed, the improvements are delivered by the organisation relevant to the project (i.e. this could be a general practice, community provider, hospital etc).

9.9 There is an already identified need for GP provision in Whitfield to serve the Dover/Whitfield area, which now has planning consent and requires a business case to be submitted to NHS Kent and Medway. Medium and longer term healthcare infrastructure requirements within the Dover District area will be reviewed through the development of the place based estates and infrastructure strategy and plans; this will include utilising funding available through existing S106 agreements. Of note is the planned growth in and around Aylesham that will require specific consideration as part of the estates planning.

9.10 The Former CCG GP estates strategy 2021 set out the following:

- A proposal for an extension at Sandwich Medical Practice has been approved and received part funding through the NHSEI Estates and Technology Transformation Fund (ETTF) programme. This is now complete.
- Dover High Street Surgery is developing plans for a new surgery in Whitfield to replace existing premises and accommodate growth. Planning consent was granted in March 2023 and the practice will be required to submit a business case to NHS Kent and Medway.
- In addition, The Dover Discovery Community Hub project includes enhancements to the building which includes Libraries and Registrations, Adult Education, Children Services, Adults with learning Difficulties. KCC and DDC will continue to use relevant S106 contributions towards this project which was granted consent in 2021. More information is available here: [Decision - 21/00059 - Dover Discovery Community Hub Redevelopment \(kent.gov.uk\)](https://www.kent.gov.uk/decision-21/00059-dover-discovery-community-hub-redevelopment)

9.11 Details of funding agreed and received from existing S106 agreements (as of 31st March 2022) which will provide enhancements to GP practices and adult social care in the district are outlined in the tables below:



Dover District
Local Plan

Health Infrastructure	Location	Current	Short 1-2 years	Medium 3-5 years	Long 5+ years	Total S106 Funding
Accommodation at Aylesham Health Centre	Aylesham	£47,704		£234,048	£36,268	£318,020
Ash Surgery	Ash		£23,402			£23,402
Balmoral Surgery	Deal		£12,966	£72,000	£14,276	£99,242
Pencester Surgery	Dover			£87,000		£87,000
Sandwich Medical Practice	Sandwich		£18,270			£18,270
Wingham Surgery	Wingham	17,274				£17,274
Health and Social Care Centre - Whitfield Urban Expansion	Whitfield					tbc
GP practices near Church Lane and or Manor Road, Golf Road, Cedars or Balmoral	Deal	£68,326				£68,326
Deal/Sandwich Primary Care Network	Deal/Sandwich		£10,726	£66,300	£97,126	£ £174,152
Health services in vicinity of Sholden/Deal	Deal				£38,845	£38,845
	Totals	£133,304	£65,364	£459,348	£186,515	£844,531

Social Care Infrastructure	Location	Current	Short 1-2 years	Medium 3-5 years	Long 5+ years	Total S106 Funding
Adult Social Care Hub Deal	Dover	£10,950		£54,846	£94,788	£160,584
Age Concern in Sandwich	Sandwich		£9,316	£10,869		£20,185
Good Day Programme Deal Hub	Deal		£50,310			£50,310

Meadowside Social Care Hub Deal	Deal		£2,669	£6,482	£4,804	£13,956
Independent Living Technology	Aylesham	£11,520			£1,301	£12,821
Social Care Services District of Dover	Dover district		£8,959			£8,959
Telecare Facilities (within development)	Buckland				£2,626	£2,626
Adult Social Services Community Hub Space	Dover			£46,074	£92,149	£138,223
Age UK in Sandwich	Sandwich	£6,987				£6,987
Dover Social Care Hub	Dover	£2,639	£8,772			£11,411
Community Learning						
Deal Adult Education Centre	Deal		£1,308	£4,435	£3,615	£9,358
Dover Adult Education Centre	Dover		£279	£3,846	£872	£4,997
Sandwich Adult Education Centre	Sandwich		£4,161	£3,590	£1,248	£8,999
Dover Discovery Centre	Dover		£872			£872
Specialist Care						
Specialist Care Accommodation	Dover district		£4,113	£12,925	£27,907	£44,945
	Totals	£39,083	£90,759	£143,067	£229,310	£495,233

Table 4 8 - Existing S106 contributions received and secured as of 31st March 2022 [Source [Infrastructure Delivery \(dover.gov.uk\)](https://www.dover.gov.uk)]

Future Needs to deliver growth from Local Plan

- 9.12 According to Public Health England, priorities in Dover include improving life expectancy by preventing suicide, cancer and reducing smoking prevalence, during pregnancy and improving physical activity in children and adults.
- 9.13 A number of meetings were held with the Head of Primary Care Estate for the former NHS South Kent Coast CCGs during 2019 and 2020 where sites identified as potentially suitable within the HELAA process were considered. These meetings and communications continued with the successor (NHS Kent and Medway CCG/ICB) and their Strategic Planning and Primary Care Programme Managers between 2021 and June 2023.
- 9.14 The outputs of the HELAA process and likely site allocations were shared with the CCG (now ICB), KCC Social Services and Adult Social Care to inform the Local Plan at Regulation 18 Stage in 2020 and during preparation of Regulation 19 stages in 2021/22.
- 9.15 At the time of writing an Interim Kent and Medway Integrated Care System Estates and Infrastructure Strategy was in development; this will be further informed by place based clinical and estates strategies to be developed by HCPs during 2023. Funding is likely to be required through a mix of public and private funding and through developer contributions, or direct delivery by developers in relation to site specific mitigation.
- 9.16 In addition, the government has recently published a report 'Unleashing Rural Opportunity' which sets out the intention to undertake the following:
- *Publish a Dental Plan shortly which will set out further reform to improve access to NHS Dentistry, including in rural areas which may find it particularly hard to recruit and retain dentists and other dental care professionals.*
 - *Publish an NHS England Workforce Plan which will look at the mix and number of staff required and will set out the actions and reforms across the NHS that will be needed to reduce supply gaps and improve retention across England including in rural areas*
- 9.17 The increased integration of primary and community services may influence the size and type of estate and a one public estate approach will focus on maximum utilisation of existing community estate. Flexible clinical and non-clinical space will be required to support the model of care.
- 9.18 The IDP will continue to be developed reflect health infrastructure requirements either in the form of expansion of existing built facilities or new health facilities as



they are identified as part of the estates strategies. However, exactly what this provision will ultimately be 'on the ground' is extremely difficult to determine at this stage. This is why it is not possible to determine the exact quantum and location of space or the cost of providing it in this version of the IDP. DDC, NHS Kent and Medway ICB and East Kent Health and Care Partnership will continue to liaise on the emerging place based estates and infrastructure strategy and plans that are being developed.

Funding and Delivery

9.19 Over the plan period, health infrastructure will need investment. It will be important that this is reviewed regularly as part of the IDP update process. Moreover, promoters of development (in particular major residential schemes) must liaise via the Council and with NHS Kent and Medway ICB, at the earliest possible stage in order to understand what type of provision will be required and amount of financial contributions to fit most appropriately with local needs

9.20 KCC have advised wheelchair accessible housing should be secured as part of affordable housing element on new development. This has been addressed in Local Plan policy PM2, which requires 5% of all new build development on sites of 20 or more to meet M4(3) requirements Developer contributions will also continue to be sought as appropriate to ensure sufficient provision of adult social care and youth is provided to the residents of new developments.

9.21 KCC currently seek £180.88 per dwelling²¹ for Adult Social Care and £74.05 per dwelling for Integrated Childrens Services through developer contributions at the time of planning applications.

9.22 Funding for other health infrastructure is likely to be provided through a mix of public and private funding, from the following sources:

- Developer contributions (Section 106) as set out in Local Plan Policy SP11
- NHS England Capital funding
- Direct delivery by developers in relation to site specific mitigation.
- Third Party developers
- Healthcare Providers

²¹ All KCC related Costs are indexed as of April 2020 at (BCIS index 360.3) (applies throughout this document).

THEME 7: GREEN INFRASTRUCTURE, OPEN SPACE, PLAY AND SPORTS

10.1 This section includes all Green Infrastructure, Formal Public Open Spaces, Play Area Provision, Indoor Sports/Leisure facilities and Outdoor Sports/Playing Pitch Provision. These facilities are owned and operated by a mixture of private sector, voluntary organisations, DDC, and education/community establishments.

Lead Delivery Partners

- Dover District Council (Planning, Community, parks and open spaces teams)
- Sport England
- National Governing Bodies for Sport (football, rugby, hockey and cricket etc)
- Town and Parish Councils and other community representatives
- Local Sports Clubs / Education establishments
- Kent County Council,
- Dover District Council,
- Kent Downs AONB unit,
- Biodiversity/Nature - Kent Nature Partnership, Kent Wildlife Trust, RSPB.

Evidence Base

- Dover Green and Blue Infrastructure Strategy Evidence Report May 2022
- Open Space Assessment Report 2019 - covers the following typologies: Parks and Gardens, Natural and Semi-Natural Greenspace, Amenity Greenspace, Provision for children and young people and allotments.
- Open Space Standards Paper 2019 – this follows on from the above Open Space Assessment Report identifying the deficiencies and surpluses in existing open space provision and makes recommendations with respect to the provision of future open spaces.
- Playing Pitch Strategy Assessment Report 2019
- Playing Pitch Strategy and Action Plan (PPS) 2019
- Indoor Sports Facility Strategy Adopted 2023
- Open Space and Sports Local Plan Topic Paper 2022

[All above documents are available here as part of the Local Plan evidence](#)

What is Green Infrastructure?

10.2 An important feature of green infrastructure (GI) is that networks are strategically planned, and that spaces and places are connected. Some green and blue infrastructure is publicly accessible, but it does not need to be accessible to be valuable.



- 10.3 Many environmental features make up green and blue infrastructure such as:
- Natural and semi-natural rural and urban green spaces – including woodland, scrub, grassland, heath, wetland and open and running water (blue infrastructure), brownfield sites, coasts;
 - Parks and gardens – urban parks, country parks, formal and private gardens, institutional grounds (e.g. schools and hospitals);
 - Amenity green space –recreation spaces, play areas, outdoor sports facilities, community and roof gardens, village greens, commons, hedges, civic spaces, highway trees and verges;
 - Allotments, city farms, orchards and farmland;
 - Cemeteries and churchyards;
 - Green corridors – rivers, canals, road verges, rail embankments, cycling routes, rights of way;
 - Nature conservation sites – Designated sites and statutory and non-statutory Nature Reserves;
 - Green space designations (selected for historic significance, beauty, recreation, wildlife, or tranquillity);
 - Archaeological and historic sites;
 - Functional green space such as sustainable drainage schemes (SuDS) and flood storage areas.

[Abridged from: Town & Country Planning Association and The Wildlife Trusts (2012), Planning for a Healthy Environment – Good Practice Guidance for Green Infrastructure and Biodiversity].

- 10.4 Although many areas and GI designations are linked or may cover more than one of functions listed above, this section of the IDP is broken down into 2 topic areas, based on the supporting evidence base:

A. Green Infrastructure and Biodiversity

- Natural and Semi-natural green spaces
- Green Corridors
- Nature Conservation Sites
- Historic Sites
- Functional Green Spaces

B. Open Spaces and Sports Provision

- Parks and Gardens
- Amenity Greenspace and Allotment
- Provision for Children and Young People
- Cemeteries
- Local Green Spaces
- Outdoor Sports Pitches
- Indoor Sports and Leisure Facilities

GREEN INFRASTRUCTURE AND BIODIVERSITY

Green Infrastructure Strategy

- 10.5 The Dover Green and Blue Infrastructure Evidence Report (May 2022) contains all relevant information about the district in relation to this topic area and should be used as the main evidence for the general Green Infrastructure (GI) areas such as informal green spaces.
- 10.6 The Council is in the process of updating the Green Infrastructure Strategy to respond to the Local Plan and act as an over-arching strategy and also link to the recently completed open spaces reports (see below).
- 10.7 The background evidence to the Green Infrastructure Strategy have identified a number of interventions and actions. These are continued to be refined and will be reported further within the published strategy. Identified projects and any site-specific interventions and improvements will be identified within this IDP, once the GI Strategy is complete.

Biodiversity Net Gain

- 10.8 The Kent Nature Partnership identifies the priorities for the natural environment in Kent and Medway. It co-ordinates, facilitates and supports work that contributes to the objectives of the Strategy for the Natural Environment.
- 10.9 The Local Plan was prepared in consultation with Kent Nature Partnership including completion of the Kent Biodiversity Net Gain (BNG) Strategy. In producing this document, significant consultation has been undertaken with the relevant stakeholders.
- 10.10 As set out in Policy NE1 of the Local Plan, development must provide a minimum of 10% BNG above the ecological baseline as part of new developments, on-site where possible. Where it can be demonstrated that it cannot be provided on-site, a financial contribution may be required. This will be collected through developer obligations (Section 106 Agreement and/or Unilateral Undertakings).

Tree Strategy

10.11 As set out in Local Plan Policy CC8: Tree Planting and Protection, a minimum of two new trees will be required to be planted for each new dwelling, and a minimum of one new tree will be required to be planted per job that is expected to be created through new commercial development. Where it can be demonstrated that new trees cannot be provided on-site, a financial contribution will be required towards the Council's Tree Planting/ GI Strategy. This will be collected through developer obligations (Section 106 Agreement and/or Unilateral Undertakings).

The Thanet Coast and Sandwich Bay SPA and Ramsar Mitigation Strategy

10.12 An updated and revised Strategic Mitigation and Monitoring (SAMM) Strategy for the Thanet Coast and Sandwich Bay SPA and Ramsar has been prepared to support the Local Plan. Policy NE3 of the Regulation 19 Submission includes a tariff which will be applied to all residential development within a 9km Zone of Influence, applying mainly to areas within Sandwich and Deal (See Local Plan Policies Map). The Tariff was updated in April 2023, following a review of the costs associated with the mitigation. For more information and the Tariff view [Thanet Coast and Sandwich Bay SPA Mitigation and Monitoring Strategy \(dover.gov.uk\)](https://www.dover.gov.uk/thanet-coast-and-sandwich-bay-spa-mitigation-and-monitoring-strategy).

10.13 The tariff will be collected by DDC through developer obligations (Section 106 Agreement and/or Unilateral Undertakings).

OPEN SPACES & SPORTS PROVISION

The Open Space and Sport Topic Paper

10.14 The Open Space and Sport Topic Paper (2022) provides the details to support this section of the IDP and should be read in conjunction with the summary outcomes in this report. The Topic Paper does the following:

- i. Explains the background and context of the requirement for up-to-date evidence base for Open Spaces and Sports Facilities to support the Local Plan and Infrastructure Delivery Plan (IDP);
- ii. To set out the process and key outputs from the Open Space and Outdoor Pitch evidence base updated in 2019 by KKP, and provide details and summary outputs of the more recent draft Indoor Sport Facility Strategy 2022 and Football Facilities Plan 2020;



iii. To provide 2022 factual updates with regards to assessment of open space and outdoor pitch facility provision, particularly post covid 19, to the following reports produced in 2019 by consultants Knight Kavanagh and Page (KKP). These 4 documents are often referred to as 'KKP Reports':

- Open Space Assessment Report
- Open Space Standards Paper
- Playing Pitch Strategy Assessment Report
- Playing Pitch Strategy Action Plan

iv. To provide up to date information and actions relating to emerging open space and sports provision or new or enhancement schemes in the district and their delivery timescales and funding that has been secured for projects through the developer contribution (S106) process;

v. To link together the open space and sports projects and actions identified across the district into one document, and identify projects for inclusion within the Infrastructure Delivery Plan (IDP) to assist with future collection of S106 funds;

vi. To provide an update to the list of designated Protected Open Space (POS) in the district, highlighting any changes since the 2019 studies;

vii. To update the calculations used to determine requirements for new open space within new residential development schemes and requirements of the Sports England Calculators which support the Local Plan emerging policy;

viii. To explain the assessment process and subsequent designation of Local Green Spaces within the Local Plan.

10.15 Overall, the topic paper, supports the projects identified in in this IDP and adds context to the following Local Plan (Reg 19 Submission) policies:

- PM3 – Providing Open Space
- PM4 – Sports Provision
- PM5 – Protection of Open Space, Sports Facilities and Local Green Space

10.16 It is not the intention of IDP to repeat the detail of the Topic Paper, rather it is to provide an overview of the key findings and how this informs the recommended projects identified in the Infrastructure Delivery Schedule in Appendix 1. The IDS at Appendix 1 has also been updated since the 2022 report to reflect any updated project information. A summary of the outputs from each report relating to each typology is set out below. The 2022 Topic Paper, IDS and evidence base reports themselves should be referred to for the assessment detail of each typology set out in this document.



OPEN SPACE

10.17 The Open Space Assessment Report provides detail with regards to what formal and informal open space provision exists in the district, its condition, distribution and overall quality. The document sets out the findings of the research, consultation, site assessments, data analysis and GIS mapping undertaken as part of this study. The Open Space Standards Paper follows on from the above Open Space Assessment Report identifying the deficiencies and surpluses in existing open space provision and makes recommendations with respect to the provision of future open spaces.

Protected Open Space and Local Green Spaces

10.18 Appendix 4 of the Open Spaces Topic Paper 2022 details all the existing designations for open/green space against the recommended standards for each area of the district and sets out a number of area and site-specific recommendations regarding whether the particular site should be retained, redefined or deleted. These are shown on the Local Plan Policies Map.

10.19 Local Green Spaces identified and designated through the Local Plan are detailed within the Topic Paper and shown on the Local Plan Policies Map.

10.20 With regard to accessible green space this covers Parks and Gardens and Amenity Greenspaces. An assessment of current provision against the accessible green and open space standards shows that in general the quantity of provision is acceptable within the district. However, the Deal/Walmer Analysis Area was identified as having a quantity shortfall against the recommended accessible greenspace standard. The vast majority of open spaces rate above the threshold for quality.

10.21 The key strategic recommendations of the report therefore focus upon the need to explore the potential for low quality sites to be enhanced. Where this is not possible, a change of primary typology should next be considered. It is also recommended that a number of sites be explored collaboratively with relevant partners to establish the suitability of each as a potential strategic site.

Enhancing existing sites instead of creating new spaces is therefore a priority in the short term.

10.22 As set out in Appendix 1 of the Open Space and Sports Topic Paper, the following needs are identified for the following categories of protected open space:

Parks and Gardens:

- No Aylesham Provision - enhancements instead to other greenspaces
- Dover Area - Enhancements at following four parks:
 - Connaught Park
 - Marine Parade Gardens
 - Pencester Gardens
 - Bushy Ruff
 - Kearsney Abbey(Connaught and Pencester Priority – see IDS Appendix 1)

Natural and Semi Natural Greenspace:

- Dover Area - Rear of Clarendon Place Enhancement

Amenity Green Space:

- Aylesham Area - Spinney Lane and St Peter's Church – site quality to be enhanced.
- Deal/Walmer - Improvements to: Freeman's Way, York and Albany Close, Captain's Garden, Wilson Avenue, St Martin's Road, Diana Gardens Playing Field and Hangman's Lane to enhance quality.
- Dover Area – Enhancing site quality should be explored at all designations in the area.

Cemetery Provision:

- DDC have identified a potential future need in the Dover/Whitfield area of the district for cemetery/burial ground provision during the plan period. A requirement to assess the needs further is set out in the Whitfield Urban Expansion Policy SAP1.

10.23 In addition, there are a number of site-specific green infrastructure requirements set out within site allocation policies in the Local Plan. Details of these can be found in the IDS at Appendix 1, set out by area of the district. Also note that Shepherdsweil with Coldred PC made representations relating to potential improvements to the cemetery in their parish. This is to be reviewed further by DDC and the Parish Council.

Allotments

10.24 The Open Space and Play Standards Paper (2020) considers the likely increase in future open space requirements based on current population forecasts, identifying a need for over 6ha of allotments.

10.25 With respect to future provision the consultants KKP advocate in the Open Space Report that the requirement for open space should be based upon the



number of persons generated from the net increase in dwellings in the proposed scheme. They also promote the use of quantity provision standards (in hectares per 1,000 population) in calculating the open space requirements of new housing development.

10.26 Appendix 1 of The Open Space and Sports Topic paper 2022 sets out the following needs for Allotments, these are also included in the IDS:

- Goretop Lane Allotments (Sandwich) Quality should be enhanced where possible; explore ways to improve overall appearance and security.
- Studdal Allotments
- Orchard and Mill Lane Allotments
- Identified need to consider new provision in St. Margarets
- Whitfield – New allotments required as part of urban extension.
- Aylesham – New allotments required as part of garden village.
- Elvington and Eythorne – New allotments required as part of site allocation.
- During consultation on the IDP Walmer Town Council have requested consideration of enhancement to Stoney Path allotments or new provision, to be considered.

Children and Young Person Facilities

10.27 This category includes areas designed primarily for play and social interaction involving children and young people, such as equipped play areas, MUGAs, skateboard areas and teenage shelters. All sites with provision for children and young people were visited and assessed as part of the Open Space Assessment Report.

10.28 The Open Space and Play Standards Paper considers the likely increase in future requirements based on current population forecasts, identifying a need for roughly 1.75 ha of play space for children and young people.

Summary of Future Needs

10.29 The Topic Paper contains the latest information in relation to play area/MUGA provision and needs, based on the KKP reports 2019, and DDC updates which includes information on completed projects, secured funding and priority projects. A summary of the needs identified is provided below. View the Topic Paper and/or IDS for more information.

Dover Area:

10.30 Quality should be enhanced where possible (e.g. improve the range/condition of play equipment) at the following play areas and MUGAs:

- Hougham Village MUGA



- Burgoyne Heights South MUGA
 - Peverell Road basketball net
 - King George V playing field play area
 - Beaufoy Terrace youth shelter
 - Burgoyne Heights play area
 - Alkham Recreation Ground play area
 - King George V's playing fields play area 1 and 2
 - Ottawa Crescent Play Area
 - St Davids Avenue MUGA and St Davids Avenue play area
- Kearsney Abbey Play area has been identified as requiring an upgrade of play equipment provision in relation to quality and play value through an internal DDC review of play areas. This is considered a priority in the area as a strategic provision.

10.31 Barwick Road Play Area Requires maintenance-only contributions as it is a new provision.

10.32 Enhance quality and value at:

- Bunkers Hill Avenue MUGA,
- Alexander Field play area,
- Russell Gardens play area and
- Gibraltar Square play area
- Elms Vale MUGA (High Priority)

10.33 There are some play sites with the potential to also be or should be recognised as strategic forms of provision. These include:

- Connaught Play Area
- Peverell Road Play Area
- Buckland Community Centre Play Area
- Whitfield Recreation Ground Play Area
- Bindon Blood Road Basketball Area

10.34 The area of Maxton is likely to be an actual access gap (due to topography of area). Explore opportunities to provide play provision in area in Maxton Area.

Aylesham Area:

10.35 Quality should be enhanced where possible:

- The Crescent Play Area – Enhance Quality
- Market Place Play Area – Enhance to create Strategic Provision



Deal/Walmer Area

10.36 Of particular note in KKP report was that the Deal/Walmer Analysis Area was identified as having a quantity shortfall against the recommended play standard.

- Drill Field MUGA – Enhance Quality
- Betteshanger Country Park Play Area – Enhance Quality
- Market Square Play Area – Enhance to strategic provision
- Marke Wood Play Area - Enhance Quality
- Travers Road Play Area – Enhance Quality
- Queens Rise Play Area – Enhance Quality
- Victoria Park Play Area - Enhance Quality
- North Deal Recreation Play Area - Enhance Quality
- Church Lane / William Pitt Play Area - Enhance Quality
- Market Square - Improvements

Sandwich Area:

10.37 Quality should be enhanced where possible (e.g. improve the range/condition of play equipment) for:

- Poulder’s Gardens
- Stonar Close play area
- Bulwarks Play Area
- (Worth Play Area also mentioned in this section of KKP report as requiring enhancement).

Rural Area:

10.38 Quality should be enhanced where possible (e.g. improve the range/condition of play equipment) and enhance quality of site provided it is possible to also enhance value:

- Downs Road Recreation Ground, play area 1, 2 and basketball area, East Studdal
- Gun Park Play area and skate park, Eastry
- Sweetbriar Lane MUGA, Elvington
- Staple Recreation Ground play area
- Tilmanstone Play Space
- Mill Lane play area, Preston
- Circular Road play area, Betteshanger.
- Easole Street play area and Easole Street basketball area, Nonington. Enhancements to play equipment

Parish Council identified projects

- Shepherdsweil with Coldred PC made representations relating to potential improvements to the recreation ground in their parish during 2022. To be reviewed further by DDC and Parish Council.



- Wingham Parish Council have highlighted a need for improvements to teenage provision at Wingham Recreation Ground, including the need for a Skate Park or similar project and for improved recreation ground facilities such as public toilets, and improvements to the pavilion such as changing rooms. To be reviewed further by DDC and Parish Council.
- Eastry Parish council have identified the need for a new Play area in Willmot Place. To be reviewed further by DDC and Parish Council.

10.39 Gaps in walk time catchments identified to villages of Goodnestone, Great Mongeham, Lydden, Ripple & Woodnesborough. Lydden in particular is identified as a priority need.

10.40 The IDS at Appendix 1 also details where specific site allocations in the Local Plan have included requirements within policies to enhance play/MUGA facilities which are in close proximity to the site allocations, which are in addition to, or meeting the needs set out in the lists above.

10.41 In addition, Appendix 1 of the Open Space topic paper details where S106 financial contributions have already been secured or made towards enhancements to play and recreation across the district as of 2022.

Funding and Delivery

10.42 This applies to all open spaces categories within this section of the IDP.

10.43 With respect to future provision, the open space reports produced by KKP advocate the requirement for open space should be based upon the number of persons generated from the net increase in dwellings in the proposed scheme. They also promote the use of quantity provision standards (in hectares per 1,000 population) in calculating the open space requirements of new housing development.

10.44 With respect to on-site provision, the report recommended that new open space provision should look to be provided as offsite contributions if the calculated open space requirement for the proposed development falls below a certain size threshold.

10.45 The Local Plan Policy PM3 sets out the requirements for quantity and development thresholds within tables 6.3 and 6.4 of the policy. Where the thresholds in Table 6.3 are not met a financial contribution will be sought for the



purpose of funding quantitative or qualitative improvement to an existing, or the provision of new, publicly accessible open space and will be secured through developer contributions (Currently Section 106 Agreements). More detail is set out within the 2022 topic paper and Policy PM3.

- 10.46 With regards to play areas, these are expected to meet the recommended size for play areas set out by Fields in Trust and to be provided on-site, or by off-site financial contribution. The Council will use its in-house calculator to calculate the fee and requirements are based on the following thresholds and sizes:
- Local Area for Play (LAP) – 25 dwellings – 0.01ha
 - Locally Equipped Area for Play (LEAP) – 100 Dwellings – 0.04ha
 - Neighbourhood Equipped Area for Play (NEAP) – 260 dwellings – 0.10ha
- 10.47 The Amenity Greenspace is required on-site and must be a minimum of 0.2ha for sites of 60 or more homes (increasing as threshold increases). It is unlikely an off-site contribution will be agreed for this provision, but if so, the Council will use its in-house calculator²² to calculate the fee.
- 10.48 With regards to the needs for Parks and Gardens and Allotments, these will be provided in most cases as off-site contributions (Except in the case where allotments have been identified within site specific policies in the Local Plan). The Council will use its in-house calculator to calculate the fee.
- 10.49 Natural Green Space and semi-natural greenspace requirements will be set out in more detail in the emerging Green Infrastructure Strategy.
- 10.50 Some of the requirements for open space are planned to be met from development sites allocated within the Local Plan, as set out in site specific policies and in the IDS – Appendix 1.

OUTDOOR SPORT

- 10.51 The aim of the Playing Pitch Strategy (PPS) is to provide a strategic framework that ensures the provision of outdoor playing pitches meets local and community needs of existing and future residents and visitors to the Dover District Area. Specifically, the PPS considers current and anticipated sport participation and playing pitch provision in the District, considers current and future demand for playing pitches and sports, identifies deficiencies or surpluses in provision and

⁷ The DDC Calculator is based on a number of data sources and industry standards. The financial contribution will cover the cost of providing and maintaining the improvements to existing, or provision of new open space. It is the intention of the Council to publish a Developer Contributions Guidance note in due course which will support the IDP and include a public version of the calculator.



options for addressing these and finally sets out strategic recommendations relating to the management of sites and potential enhancement of existing sites.

- 10.52 There are a number of playing pitches across the district for formal and informal sports. This includes for football, rugby, cricket, netball, and hockey as well as for other sports such as tennis, basketball, bowls etc. In addition, there are a number of parks and recreation grounds across the district, as well as other provision such as children and youth play spaces, amenity green spaces and schools and colleges.
- 10.53 The Open Space and Sport Topic Paper 2022 contains the latest information in relation to outdoor sports provision and needs, based on the KKP reports 2019, and DDC update which includes information on completed projects, secured funding and priority projects. A summary of the needs identified for each sport is provided below.

Summary of Future Needs

Football

- 10.54 District wide, the Local Football Facility Plan (LFFP) 2020, identifies a need for:
- 2 Artificial Grass Pitches
 - 25 Natural Grass Pitches
 - 3 Changing Pavilions
 - 4 small sided facilities
- 10.55 Other specific projects highlighted in the 2019 Playing Pitch Strategy KKP report and Topic Paper 2022 include:
- New Provision of 2 full size 3G pitches in Dover Area;
 - Enhancement of Christchurch 3G provision is supported;
 - Danes Recreation Ground, Dover – Improve quality and quantity of pitches;
 - New Grass mini 5v5 – Dover Area;
 - River Recreation ground, Dover – Enhance quality through maintenance;
 - Elms Vale, Dover – Improve ancillary provision;
 - Baypoint Leisure, Sandwich – Improve quality of mini 7x7 Pitch. Future Refurbishment sink fund required;
 - Sandwich Leisure Centre - Future refurbishment sink fund required;
 - Gun Park, Eastry – Improve Quality and provide ancillary facilities such as a new football pavilion (supported by Parish Council);
 - Welfare Leisure, Aylesham – New pitch requirement and future refurbishment sink fund required;



- Deal Pitches – Explore need for pitch improvement / 3G pitch²³;
- Marke Wood, Walmer – Refurbishment of pitches;
- Ash recreation ground – Provide ancillary facilities;
- Staple Recreation Ground– Enhance quality through maintenance;
- Woodnesborough Football Club – Future refurbishment sink fund required.

Rugby

- Dover RFC changing and clubhouse improvements;
- Drill Field - Deal and Betteshanger RFC – Floodlit training area and extension to changing rooms;
- Ash Recreation ground – Improve quality of pitches, and improve changing and clubhouse facilities;
- Aylesham Leisure Centre - Future refurbishment/resurfacing sink fund required;
- Sandwich Leisure Centre - Future refurbishment sink fund required;
- Baypoint Leisure, Sandwich – Future refurbishment sink fund required;
- Woodnesborough Football Club ground – Future refurbishment sink fund required (Football and Rugby).

Bowls

- Dover Bowling Club – Improve quality;
- Victoria Park Changing/toilet facility improvements;

Cricket

Improve Quality:

- Eastry Cricket Club;
- Wingham Recreation Ground;
- Preston – Requires Feasibility Study, including assessment for ball strike.

Sustain Cricket Square quality:

- Ash Recreation ground;
- Betteshanger Social and welfare sports club;
- Deal Victoria and Barns Close Cricket Club;
- East Langdon Cricket Ground;
- Nonington Cricket club;
- Shephersdwell Recreation Ground;
- St Margaret's Recreation Ground;
- Tilmanstone Ravens Cricket Ground;
- Worth Cricket Ground.

²³ Note that a new Sports Hall and 4G pitch has recently been provided at Freeman's Way, Deal through planning application DOV/19/00895.



Tennis

- Pursue the strategic development of key tennis sites to achieve a network of sustainable, fit for purpose and accessible community courts across the District to help address latent demand;
- Improvements should include resurfacing, floodlighting and implementation of the LTA Clubspark system;
- Support clubs (as required) to improve ancillary facilities to ensure they remain fit for purpose;
- Sandwich Lawn Tennis - Provide floodlighting on at least two of the courts to eliminate capacity shortfalls on the site;
- Increase opportunities for informal tennis i.e. walking tennis and paddle tennis at key tennis sites across the District;
- Ash Recreation Ground - Explore options for floodlighting;
- General need for strategic improvements and ancillary buildings/changing rooms to all tennis infrastructure is High Priority;
- There has been an additional need identified for Paddle Tennis in the district – opportunities to create or enhance provision will be supported.

Note, there has been a recent improvement made to Marke Wood Tennis courts in 2023 and therefore no immediate need for further upgrades²⁴.

Netball

- Improve court quality and explore opportunities to use Sir Roger Manwoods school for England Netball junior activity development;
- Explore opportunity for Sandwich & District Netball League with a long term community use agreement to access the Sandwich Technology School courts for both match and training demand.

Other Sports

- Hockey - No identified needs now Sir Roger Manwoods has secured permission for an Artificial Grass Pitch and pavilion in 2022 (DOV/21/01314);
- Athletics - Demand for athletics in Dover District is currently satisfied by provision both in and out of the District. Establishing a junior section of Dover Roadrunners AC will help sustain both the Club and running activity in the District;
- Golf Courses - There is sufficient supply of golf courses in Dover District to satisfy the level of demand. Clubs should be supported to maximise their usage throughout the week. It is still a key aim to retain courses and sustain quality through appropriate maintenance and Explore opportunities to increase membership by participating in England Golf initiatives;
- Water sports is being met by supply of provision in Dover District such as Wave and Wake in Sandwich. May be further opportunity to expand and DDC will explore. Details will be confirmed within IDP once known;
- American football and beach volleyball is currently being satisfied by supply outside of the District.

²⁴ [Game, set and match to Walmer as tennis courts are refurbished \(dover.gov.uk\)](https://www.dover.gov.uk/news/game-set-and-match-to-walmer-as-tennis-courts-are-refurbished)



Pavilion and changing facilities

Wingham Parish Council have highlighted a need for improvements to provision at Wingham Recreation Ground, for recreation ground facilities such as public toilets, and improvements to the pavilion and changing rooms. To be reviewed further by DDC and Parish Council.

Funding and Delivery

- 10.56 Some of the requirements are planned to be met through the allocation of open space, sport and recreation facilities provided as part of development sites allocated within the Local Plan, as set out in site specific policies.
- 10.57 For the Local Plan policy, for playing pitches, KKP recommended that the Council use Sport England's Playing Pitch New Development Calculator as a tool for determining developer contributions linking to sites within the locality. This has been taken forward and is included as a requirement for new developments within the Local Plan policy PM4 – Sports Provision.
- 10.58 The indicative costs of implementing projects can be found on the Sport England website: <https://www.sportengland.org/facilities-and-planning/design-and-cost-guidance/cost-guidance/>
- 10.59 Indicative costs were also set out in the 2019 Playing Pitch Strategy (PPS) report as follows:

Table 2 5 - Likely demand and costs for new pitch provision [Source: Playing Pitch Strategy and Action Plan 2019]

Table 7.1: Likely demand for grass pitch sports generated from 14,000 dwellings

Pitch sport	Estimated demand by sport for 1,500 dwellings	
	Match demand (MES) per week ²³	Training demand ²⁴
Adult football	7.60	50.99
Youth football	9.82	
Mini soccer	8.08	
Rugby union	3.68	4.35
Adult hockey	0.48	1.43
Junior & mixed hockey	0.32	0.05
Cricket	157.09	N/A

The table below translates estimated demand into new pitch provision with associated capital and lifestyle costs.

Table 7.2: Estimated demand and costs for new pitch provision

Pitch type	Estimated demand and costs for new pitches		
	Number of pitches to meet demand	Capital cost ²⁵	Lifecycle Cost (per annum) ²⁶
Adult football	7.60	£779,882	£164,555
Youth football	9.82	£839,456	£176,286
Mini soccer	8.08	£230,174	£48,336
Rugby union	3.68	£566,633	£121,259
Cricket	3.62	£1,176,013	£237,555
Sand based AGPs	0.12	£108,317	£3,358
3G	1.34	£1,506,793	£48,905

Further to the above, the NDC also estimates that there will be a need to provide 44.13 changing rooms to support new pitch provision which is identified in the table above. The total capital cost to deliver this level of provision is £8,237,657.

- 10.60 Sport England has changed its approach to capital funding and now has a considerably reduced ability to fund sport infrastructure projects. This is particularly the case for community sporting facilities. This is in part due in response to falling lottery sales, and a focus on informal sport being the best way to support the least active people to start being active. Additionally, many schools and colleges allow the community to use their facilities. Some of the under supply in sports facilities provision could be met by those education establishments being encouraged to be more willing to do so or being required to do so when applying for planning permission.
- 10.61 Overall, this IDP, supported by the Open Space and Sport Topic Paper 2022 and background documents will form the basis for negotiation with developers to secure contributions to include provision and/or enhancement of appropriate sports pitches to meets the needs of new development. Section 106 contributions could also be used to improve the condition and maintenance



regimes of the pitches in order to increase pitch capacity to accommodate more matches. This is set out within policy PM4 – Sports Provision.

- 10.62 Other potential funding Sources for outdoor sport are listed in Appendix 2 of the PPS 2019.
- 10.63 There are a number of developer contributions already held for outdoor sports projects, some which have yet to be assigned to a specific project, but the aim will be to meet some of the needs and projects identified within this IDP. Details of already secured S106 contributions can be found within the [Infrastructure Funding Statement](#).

INDOOR SPORT & LEISURE

- 10.64 The Indoor Sports Facilities Strategy (Adopted 2023) provides an up-to-date audit and assessment of indoor sports facilities in the District, factoring in the recent successful completion of the Dover Leisure Centre which opened in 2019.
- 10.65 Details of all existing sports and leisure provision within the district can be found here: [Sports Centres and Facilities \(dover.gov.uk\)](#)
- 10.66 The Indoor Sports Facility Strategy (ISFS) examines the current and future supply and demand for nine types of indoor sports facilities across Dover District. The purpose of the study is to help guide potential decisions around rationalisation and investment, community use of school facilities, encouraging greater flexibility of facility usage and determine strategic objectives for the District. The study will also be used to highlight the links to public health and how provision of accessible indoor facilities contributes towards healthy living and well-being. It will help to underpin feasibility work on the proposed redevelopment of Tides Leisure Centre in Deal.
- 10.67 The ISFS covers the period to 2040 and has been produced using Sport England Guidance and in consultation with local providers and users. The aim of the strategy is to understand the current supply, how the district's facilities are currently being used, and what the future demand is likely to be.

Summary of future needs

- 10.68 Following a review after the close of the public consultation period in 2022, the ISFS was adopted in 2023. The main priorities from the Strategy in relation to meeting future needs are:
- I. There is a deficit in swimming pool water space of a 6 lane 25m pool. A feasibility and options appraisal study for the potential improvement and



- replacement of the existing Tides Leisure Centre is being undertaken and details are included below.
- II. Additional sports hall capacity, or greater access to existing education sites, is likely to be required at Whitfield, Aylesham and Dover Town Centre. The additional planned developments will generate a combined need for additional sports hall space equivalent to 2.4 badminton courts.
 - III. Health and fitness facilities - latent demand reports completed for Tides Leisure Centre show that a significant level of latent demand exists for that site. Other potential areas for improved health and fitness facilities are Aylesham and Sandwich.
 - IV. There is no requirement for additional indoor bowls provision in the District. The District does however have a growing ageing population and this could improve future trends in participation. There is a need to support Betteshanger Indoor Bowls Club in maintaining current levels of participation.
 - V. Squash and Racketball demands are meeting national requirements. A growing population may generate a need for further courts in the future. If court provision is reduced this would have a negative impact on squash and current users may find it difficult to secure bookings at alternative sites during peak times. Improved access to courts at Duke Of York's Military School may be a possible solution to increasing capacity in the district.
 - VI. Due to the existing Tennis facilities in Deal and nearby Canterbury, Dover District is not identified by the LTA as having a lack in provision. Indoor tennis courts at Tides Leisure and Indoor Tennis Centre should be retained.
 - VII. There is a requirement to increase the level of provision of dedicated multi-purpose studio space within the District. This is linked to the potential latent demand for health and fitness facilities, which also support the need for increased studio space for group exercise. The Council should support development of new community accessible dance and activity studios. The findings from this strategy support initial options for consideration by DDC, which include the provision of 1 or 2 aerobic/dance studios and a dedicated spin studio at a new Tides Leisure Centre to complement the expanded health & fitness offer.
 - VIII. There is a recommendation to investigate options for the development of a new dedicated gymnastics facilities in the District. There is unmet demand for membership of the clubs in the district due to existing waiting lists. However, it should be noted that these types of facilities can be developed as commercially viable businesses. Therefore, gymnastics should continue to be supported by access to community and educational sports halls, including DDC facilities at Dover District Leisure Centre and Tides Leisure Centre.
 - IX. There is a requirement to investigate options for the development of new dedicated boxing and martial arts facilities in the District. There is unmet demand in the district, with strong growth in club membership in recent years. Boxing and martial arts clubs looking for dedicated facilities should be supported in doing so.

Tides Leisure Centre

- 10.69 The main project identified in this study is a New Tides Leisure Centre in Deal. DDC are currently working on more detailed proposals for the centre. The Council has agreed to move to the next planning stage where the project team are undertaking more detailed work on technical and financial viability, and to develop and refine concept designs for the new leisure centre. This is known as RIBA (Royal Institution of British Architects) Stage 2.
- 10.70 A decision will be made shortly as to whether these plans should be taken to the next stage (it's important to note that all plans are subject to further detailed feasibility work/financial viability assessment and could change).
- 10.71 Public Consultation took place via a series of events in Deal to share early design concept proposals and invite further feedback on the plans between 20 September to 9 October 2022 with members of the project team. Information about the draft proposals can be viewed here: [Public-Consultation-Boards-WEB.pdf \(dover.gov.uk\)](#). More information can be found in the July 2022 Cabinet report and Tides Feasibility Study.

Funding and Delivery

- 10.72 For Indoor Sport assessments to support major applications, applicants will be required by the emerging Local Plan policy PM4 – Sports Provision to use the Sport England's Sport Facility Calculator as a starting point to quantify the additional demand from the development and the potential costs for new provision, enhancement of existing and/or maintenance of those facilities.
- 10.73 At present the calculator is only used for Swimming Pools, Sports Halls, Artificial Grass Pitches/natural pitches and Indoor Bowls. Following this initial calculation, applicants should refer to the recommendations and actions set out in the Council's Indoor Sport Facility Strategy or any subsequent updated assessment, to take account of local circumstances.
- 10.74 With regards to Tides Leisure Centre, it is proposed that costs will be largely met with capital funding and grants, however, S106 developer contributions will also be sought from all major schemes across the district where the Sport England Calculator identifies a need from the development, to meet the district needs for swimming and from areas within and around the catchment zone for Sports Halls
- 10.75 Overall, this IDP, supported by the Open Space and Sport Topic Paper 2022 and background documents will form the basis for negotiation with developers to



secure contributions to include provision and/or enhancement of appropriate sports facilities to meets the needs of new development.



THEME 8: COMMUNITY FACILITIES

11.1 This section includes Libraries, Youth Services, Village halls and Community Centres and local services such as shops.

Key Delivery Partners

- DDC
- Kent County Council
- Town and Parish Councils and
- Voluntary/community groups.

Evidence Base

- [Community & Events \(dover.gov.uk\)](https://www.dover.gov.uk)
- [Youth hubs - Kent County Council](#)
- [Libraries - Kent County Council](#)
- [Liaison with Town and Parishes](#)

Summary of existing and proposed infrastructure

12.1 The district offers a wide range of community infrastructure. It ranges from purpose-built community facilities such as libraries and community centres. Together these places support a range of activities, including youth facilities which are required to help meet the cultural and recreational needs of communities.

12.2 With regards to libraries, these are provided by KCC and located at:

- Ash
- Aylesham
- Deal
- Dover
- Sandwich
- St. Margarets at Cliffe

12.3 In addition, there are a number of mobile libraries which visit locations around the district.

12.4 With regards to other community and youth facilities, again there are numerous facilities, some run by run by KCC, DDC and many by the voluntary sector or town and parish councils. For this reason, it is not possible to detail all of the current provision accurately that may be used as community facilities. Details can be searched on the [Dover Community Directory](#).

12.5 However, DDC analysis of existing provision that has some form of community access/hiring and potential needs for improvement or enhancement is indicated in the table below, this is draft for consultation during 2022:

Table 6 - Community Facilities/Village Halls and Identified Improvements:

Settlement / Area	Facility Name	Facility Type / Use	Requires improvement/ Enhancement
Alkham	Village Hall	Community Run for hire	Comment made during consultation that enhancements are required. To be explored further.
Ash	Ash Village Hall / Resource Building	Community Run for hire	Ash Neighbourhood Plan requires improvements or new community facilities
	Westmarsh Village Hall	Community Run for hire	Unknown
Aylesham (with Nonington)	Welfare Leisure Centre	Private – able to book hall facilities	Unknown
	Welfare Trust Community Centre / Hall / Hub (PROPOSED)	Community / Parish will run	New facility to be completed – Some funds secured via S106.
	Nonington Village Hall	Community Run for hire	Unknown
Capel-le-Ferne	Village Hall	Community Run for hire	Unknown
	St Radigunds Church Hall	Private – able to book hall facilities	Unknown
Chillenden & Goodnestone	Chillenden Village Hall	Community Run for hire	Unknown
	Goodnestone Village Hall	Community Run for hire	Unknown
Dover Town (Including Aycliffe)	Dover Town Hall	Town Council Run for hire	Unknown
	Buckland Community Centre	Community Run for hire	Unknown
	St.Radigunds Community Centre	Community Run for hire	Policy SAP9 has requirement to enhance facility
	Community Hall (Burgoyne Heights)		Unknown
	Dover Mid Town	NEW PROVISION NEEDED	Requirement from SAP6 – Dover Mid Town

Settlement / Area	Facility Name	Facility Type / Use	Requires improvement/ Enhancement
	Aycliffe Village Hall / Church Community centre	No longer in use	Site has been sold (Was Church)
River and Temple Ewell (Dover)	River Village Hall	Community Run for hire	Unknown
	Temple Ewell Village Hall	Community Run for hire	Unknown
Deal (With Sholden, Walmer)	Church Hall St Saviours Church (Loyns Room)	Private – able to book hall facilities	Unknown
	Deal Welfare Club Hall	Community run	Yes - renovations needed to Deal Welfare Club Hall
	Linwood Hub Deal	Youth club	Unknown
	Pavilion on Drill Field	Private – able to book hall facilities	Unknown
	Walmer Parish Hall	Local Church – run for hire	Unknown
	Deal Town Hall	Town Council Run for hire	Unknown
	Sholden Village Hall	Community Run for hire	Unknown
Denton With Wootton	Wootton Village Hall	Community Run for hire	Unknown
	Denton Village Hall	Community Run for hire	Unknown
Eastry & Great Mongeham	Eastry Village Hall	Community Run for hire	Unknown
	Church Hall Eastry	Private – able to book hall facilities	Unknown
	Parish Room	Community Run for hire	PC have identified a need for a replacement facility
	Great Mongeham Village Hall	Community Run for hire	Unknown
Elvington and Eythorne	Elvington Community Centre	Community Run for hire	Policy requirement through SAP29 to require enhancement to facility
	Resource Centre	Parish / Community Facility	Was temporary structure. Requires replacement
Guston (Dover)	Guston Village Hall	Community Run for hire	Unknown
Hougham Without	Hougham Village Hall	Community Run for hire	Unknown



Settlement / Area	Facility Name	Facility Type / Use	Requires improvement/ Enhancement
Kingsdown & Ringwold	Ringwold Village Hall	Community Run for hire	Unknown
	St. Johns (Kingsdown) Village Hall	Community Run for hire	Policy requirement through SAP34 to require enhancement to facility
Langdon with Martin and Martin Mill	Village Hall East Langdon	Community Run for hire	Unknown
	Village Hall West Langdon	Community Run for hire	Unknown
Northbourne	Northbourne Parish Hall	Parish – Available to hire	
Ripple	Village Hall	Community Run for hire	Unknown
St Margarets at Cliffe	Village Hall – St Margarets Hall	Community Run for hire	Unknown
Lydden	Village Hall	Community Run for hire	Unknown
Preston and Elmstone	Village Hall - Preston	Community Run for hire	S106 Contributions secured of £268k for improvements and land secured for new hall (see below)
	Elmstone Social Club	Community Run for hire	Unknown
Sandwich (inc Worth and Woodnesboro')	Community Centre	Community Run for hire	Unknown
	Guildhall	Community Run for hire	Unknown
	Baypoint and Sandwich Lesiure Centre	Community Run for hire	Unknown
	St Clements Church Hall	Community Run for hire	Unknown
	Woodnesborough Village Hall	Community Run for hire	Unknown
	Worth Village Hall	Community Run for hire	Unknown
Shepherdswell and Coldred	Shepherdswell village Hall	Community Run for hire	Comment made during consultation that enhancements are required to hall, parking and recreation area. To be explored further.
	Sutton Parish Community Centre	Community Run for hire	Unknown



Settlement / Area	Facility Name	Facility Type / Use	Requires improvement/ Enhancement
Sutton (inc Ashley and East Studdal)	East Studdal Church Hall	Community Run for hire	Unknown
Tilmanstone	Tilmanstone Village Hall	Community Run for hire	Unknown
Whitfield (Dover)	Whitfield Village Hall	Community Run for hire	Unknown – note - New facility for community needs to be provided as part of urban extension (see below)
Wingham (including Barnshole and Staple and Wingham Green)	Staple Village Hall	Community Run for hire	Unknown
	Wingham Community Centre	Community Run for hire	Unknown

Emerging/recent provision:

12.6 At present the following requirements are identified in these areas as part of the already planned growth:

- A new learning and community campus/hub is to be constructed at Whitfield, Dover which may include a Youth Centre, library, health, adult social care hub, multi-agency Social Care facility (inc toilet facilities) and learning and skills facility. Agreed through Phase 1 Section 106 agreement. Details of the provision and who will manage a new facility is still to be determined, DDC are liaising with KCC on the project detail.
- New planned youth centre/Linwood Hub, Deal.
- Community Centre and Community Development Officer serving Aylesham.
- Planning consent and funds have been secured for a new village hall in Preston²⁵.

12.7 Further details of funding already secured and received for library and youth provision from S106 developer contributions can be found in the table below:

²⁵ [Preston Village Hall CIO \(prestoncommunitycentrekent.com\)](http://prestoncommunitycentrekent.com)

Table 73 - Current projects and S106 agreements for community Infrastructure as of 31st March 2022:

Community Infrastructure (Libraries)	Location	Current	Short 1-2 years	Medium 3-5 years	Long 5+ years	Total S106 Funding
Ash Library	Ash		£2,161	£2,161	£4,214	£8,536
Aylesham Library	Aylesham	£836		£43,095	£5,119	£49,050
Capel Mobile Library	Capel le Ferne				£1,633	£1,633
Deal Library	Deal	£2,697.62	£14,676	£7,347	£13,670	£38,390.62
Dover Library	Dover	£1,254	£2,204	£6,092	£9,111	£18,661
Eastry Mobile Library	Eastry			£1,344		£1,344
Hawkinge Mobile Library	Hawkinge			£912		£912
Mongeham Mobile Library	Mongeham		£1,633			£1,633
Sandwich Library	Sandwich		£19,189	£2,401		£21,590
Staple Mobile Library	Staple		£610			£610
Whitfield Library	Whitfield		£672			£672
Wingham Mobile Library	Wingham		£720			£720
Library Service not specified	District	£192	£1,632			£1,824
	Totals	£5,866.62	£43,497	£63,352	£33,747	£145,575.62
Community Infrastructure (Youth Provision)	Location	Current	Short 1-2 years	Medium 3-5 years	Long 5+ years	Total S106 Funding
Youth Provision	Aylesham	£91,506.86		£4,913	£4,913	



						£101,332.8 6
Youth Provision	Dover			£21,250	£21,250	£42,500
Youth Provision (including new youth centre/Linwood Hub, Deal)	Deal		£109,099		£7,478	£116,577
Youth Provision	District		£4,716		£4,978	£9,694
	Totals	£4,979.62	£113,815	£26,163	£38,619	£270,103.8 6



Future Needs to deliver growth from Local Plan

- 12.8 The emerging Local Plan allocations were shared with KCC Social Services and Adult Social Care to inform the Regulation 18 and Regulation 19 Plan. The outputs of the HELAA process were shared with Town and Parish Councils early 2020 with comments invited with respect to known community needs. They are invited to comment as part of the consultation on this draft IDP.
- 12.9 In addition, further consultation will take place with KCC and Town and Parish Councils/village hall and community hall committees throughout the Local Plan period. Details of comments made to date can be found below.

Libraries:

- 12.10 Improvements to library facilities will be required to support growth proposed in the Local Plan, including the expansion of existing buildings and/or furniture, technology and new bookstock. However, it is not possible to accurately determine the build cost or size of current or new provisions at this stage.
- 12.11 Given how libraries operate and the mobile library provision which captures much of the rural area, there is no known deficit in the current provision. However, financial contributions will be sought from larger developments through S106 Agreements towards bookstock and other requirements, as per advice from KCC at the time of each planning application and using the KCC Developer Contributions Guide 2023 as a starting point.

Community halls and local facilities:

- 12.12 With regards to site specific requirements in the Local Plan, the following have been identified as needs:
- Community facilities as part of development in Eythorne and Elvington
 - Improvements to St. Radigunds community centre and play area as part of SAP9 – Land at Barwick Road Industrial Estate
 - Community shopping facilities as part of Whitfield Urban Expansion, Aylesham and Eythorne and Elvington sites
 - Further funding to Community centre/Youth club in Aylesham
 - Further contributions to Youth hub in Deal.
 - Dover Mid Town Area – no identified proposals but would be supported as set out in Local Plan.



- 12.13 In addition. Ash Neighbourhood Plan has highlighted a number of community related projects which the Parish Council will be seeking to secure. These are also listed in the IDS – Appendix 1.
- 12.14 During consultation in 2022 on the draft IDP, the following projects were highlighted for further consideration. DDC will need to liaise further with the relevant facility operator/Parish Council:
- Alkham Village Hall enhancements.
 - Walmer Town Council have identified a need for a new community centre.
 - Shepherdsweil PC identified need for village Hall enhancements, including parking.
 - Eastry PC have identified a need for a replacement to the Parish Room.
- 12.15 It is likely that new provision of community facilities could be made at some of the other locations, particularly if there is a need for a number of facilities, e.g. health centres, community halls, etc. However, at this stage it is not possible to identify all the specific needs or costs of provision. Co-location is encouraged but this would be addressed through a masterplanning for the new development.

Funding and Delivery

- 12.16 KCC have advised that that expect funding for certain community facilities to meet the demands of any new development. DDC will also consider local needs at the time of planning application (where it is not identified already through Local Plan needs). In some circumstances, KCC and/or DDC may require land to be transferred to its ownership for new or expanded buildings for community services. For some new infrastructure relating to development, land may be required to establish a new facility on the development site itself. In other cases, it may be more appropriate to expand an existing local service.
- 12.17 Currently, KCC request £74.05 per dwelling towards Integrated Children's Services – Youth and Early Help Services and £62.63 per dwelling towards providing new book stock at the Districts libraries from major developments²⁶.
- 12.18 With regards to other community facilities, funding will need to come from developer contributions and will be agreed through the masterplanning and

²⁶ All KCC related Costs are indexed as of April 2020 at (BCIS index 360.3) (Applies throughout this document).



detailed design and of new development sites. Parish and Town Councils and other community groups have made requests for funding which will be considered on a case by case basis at time of planning application, and should provide information relating to need, and project costs/delivery. DDC will work with those groups to establish how these projects may be funded and/or delivered through the S106 and/or other processes.



PORT OF DOVER INFRASTRUCTURE

- 13.1 Economic opportunities at the Port of Dover to enable sustainable growth, including their ambitions for moving to clean energy with regards to the port itself and the ferries, is supported by the Council. Policy SP6 of the Local Plan supports the expansion of port facilities at Dover's Western Docks through the Harbour Revision Order and Dover Waterfront Policy SAP3 allocates land in the Wellington Dock in the Western Docks as a regeneration site. The Dover Western Docks Revival Project is ongoing, delivering a new Marina, cruise ship terminal, relocated cargo terminal and logistics park.
- 13.2 The Port of Dover recently consulted on their own masterplan which sets out its strategy and vision for the next 20-30 years. This includes information on their own plans for infrastructure improvements and regeneration projects such as the Western Docks Revival.
- 13.3 More information is available here: [Master Planning Document WEB.pdf \(doverport.co.uk\)](https://doverport.co.uk/masterplanningdocumentweb.pdf)
- 13.4 The Port of Dover has been successful in its bid to fund the Green Corridor Short Straits (GCSS) consortium's feasibility study to establish a zero-carbon trade route, a partnership which also includes French sister ports, Calais and Dunkirk. More information on the work the Port are doing to become the first UK Green Shipping Corridor is available here: [Port of Dover \(doverport.co.uk\)](https://doverport.co.uk/portofdover).
- 13.5 The Port of Dover has highlighted a potential need for Inland Terminal Facilities, ideally located along the A2/A20 corridors, to enable documentary and other checks to be carried out prior to reaching the Port itself. At the current time there is no detailed evidence or specific information available as to exactly what form such facilities would take or what is required but the Local Plan, through proposed additional modifications, will include information on this issue. Discussions will continue with the Port of Dover as the plans progress.



Next Steps for this IDP

- 14.1 This IDP has provides context for the consideration of infrastructure needs in the district to inform the production and continuing progression of the Local Plan. This IDP provides a starting point in the understanding of infrastructure needs to support local plan making and the delivery of growth identified to 2040. The Infrastructure Delivery Schedule (IDS) contained within Appendix 1, lists the infrastructure by area/settlement and provides information on the projects identified in this report and on potential delivery agents, phasing and funding.
- 14.2 As outlined within Local Plan Policy SP11 – Infrastructure and Developer Contributions, the IDP should be used to provide an initial understanding of district wide infrastructure needs, and where information is known at this time, further details on the infrastructure requirements associated with sites allocated within the Local Plan has been provided.
- 14.3 However, further assessment and consideration of the specific infrastructure needs of growth allocated in the Local Plan will be required to support the determination of planning applications to ensure that the detailed impacts of a development can be fully assessed, understood, and appropriately mitigated.
- 14.4 The Council will therefore continue to work with infrastructure providers, infrastructure funding organisations, and developers to determine the best approach to delivering infrastructure which supports needs and demands of growth allocated in the Local Plan, and to develop and improve the information contained within the IDP.
- 14.5 It is important to note that the IDP is considered a ‘living’ document. The Council therefore will regularly refine and update the IDP as required to present the best and most up to date information on infrastructure requirements and projects throughout the district.



For Appendices, please see separate document.