



Topic Paper:
Infrastructure

Regulation 18 Consultation on the Draft Local Plan
December **2020**



Dover District **Local Plan**
Supporting document



1. Purpose of this topic paper

- 1.1 In 2018 Dover District Council started work on a Local Plan Review. This new Local Plan will be aspirational and deliverable, with clear, unambiguous policies. It will provide a positive vision for the future and will address the housing needs and economic, social and environmental priorities of the District covering the period to 2040. Preparation work has undertaken in accordance with the requirements of the National Planning Policy Framework (NPPF) 2019, National Planning Practice Guidance and the local context and evidence base. The Planning Advisory Service (PAS) Local Plan Route Mapper Toolkit 2019 has provided useful guidance throughout.
- 1.2 In order to inform this Local Plan Review process, which includes a review of existing local plan policies, a series of workshops was organised in 2018 at the outset of the exercise to gather initial thoughts on a vision, objectives and policies for the District and to re-examine the Council's land allocation process. The focus of these workshops was on a fully participative process with a wide-ranging group of invited stakeholders. One of the overarching aspirations that came out of such early consultation exercises was a desire for a more streamlined Local Plan, with, for example, supporting text in the document kept to a minimum. As a result, background evidence and other contextual information to support the policies within the Plan is set out in a series of Topic Papers. This evidence and analysis is then summarised in a more concise manner within the text in the Plan itself.
- 1.3 This Topic Paper is one in a series that set out the policy context and evidence base that has informed the preparation of each of the chapters of the Dover District Local Plan 2040, Regulation 18 Draft. Each Topic Paper presents the relevant national and local planning guidance and policy background information that will form the evidence base for each section of the new Plan. For further information on individual pieces of evidence, links are provided to the full documents as appropriate. The full evidence base for the Local Plan can be found on the dedicated Dover Local Plan website.
- 1.4 The information in the Topic Papers will be updated as and when necessary and will form a key part of the Local Plan Evidence Base that will be relied on at the Local Plan Examination.
- 1.5 The issues covered by this Infrastructure Topic Paper are as follows:
 - Background and Context;
 - Physical Infrastructure

- Social and Community Infrastructure
- Green and Historic

2. Background and Context

- 2.1 The provision of good quality infrastructure provision is essential to meeting the needs of the existing population as well as enabling new housing and economic growth to occur. Inadequacy in existing infrastructure causes problems. It can be congested roads, poor broadband speeds, lack of available school places or doctors' surgeries operating at capacity. Infrastructure issues cause problems for businesses and residents alike. To accommodate future residential growth and business expansion it is necessary to identify existing deficiencies as well as bring forward additional infrastructure to serve new development.
- 2.2 Infrastructure provision is made through a wide range of private and public sector bodies. Provision of new infrastructure raises a number of challenges for the Local Plan. These primarily relate to delivery issues. Because infrastructure is provided by a range of organisations the timing of new provision has to reflect the investment priorities and mechanisms of that business. Some sectors operate on a five-year Spending Plan where investment has to be justified against other potential priorities and approved by a Regulator. This particularly applies to utilities such as Gas and Electric. The availability of funding can have a significant impact on the phasing of new infrastructure and of the development that depends upon it.
- 2.3 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.
- 2.4 The National Planning Policy Framework (NPPF) requires that strategic planning policies set out an overall strategy for the pattern, scale and quality of development, ensuring that sufficient provision is made for infrastructure and community facilities.
- 2.5 The National Planning Practice Guidance 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 'early discussion with infrastructure and services providers is particularly important to help understand their investment plans and critical dependencies.'

- 2.6 The new Local Plan will need to be supported by an Infrastructure Delivery Plan (IDP) for the district. This will set out the local infrastructure needed to support future proposals for new homes and jobs, as well as determining the estimated cost of this infrastructure and potential sources of funding. The IDP will seek to ensure that infrastructure is properly planned for, funded and provided at the right time alongside planned development and, where possible, it will set out likely estimated costs.
- 2.7 The IDP will be used to enable the delivery of growth by encouraging necessary infrastructure improvements prior to the start of development and to support sustainable growth. It will be designed to be a document which will be reviewed through the Plan period. The Council will monitor the infrastructure requirements across the district and maintain open dialogue with stakeholders and infrastructure providers. When schemes are delivered or new schemes need to be included, the IDP will be updated as required. The document can also be used as evidence to support funding bids and to assist decision making.
- 2.8 The Council has taken the approach to prepare the IDP in stages; this topic paper is the first stage and provides the baseline status of infrastructure within the District. It identifies known constraints or shortfalls in the current infrastructure as informed by initial liaison with Infrastructure providers.
- 2.9 The next stage will include details of what infrastructure requirements will be necessary to support the Local Plan and will also include an Infrastructure Delivery Schedule and will be released for consultation at the Pre-Submission consultation stage (Regulation 19).

3. Overview of approach to Infrastructure Delivery Plan.

- 3.1 Initial discussions have taken place with a range of key infrastructure and service providers. It is important to note that, to date, these have not identified any significant locational specific issues that might prevent specific options being considered.
- 3.2 However, it has become clear from these initial discussions that until the Local Plan growth options are fully quantified, it is very difficult for the service and infrastructure providers to provide more specific responses. Accordingly, the IDP is to be developed as an evolving document, prepared in stages, developing and refined alongside the Local Plan progress.

- 3.3 It is intended that this information within the Local Plan Regulation 18 draft and topic papers will help inform comments submitted to the Council through its Regulation 18 consultation. This will help identify further areas where additional discussion is required in terms of infrastructure provision due to the proposed Local Plan growth.
- 3.4 This first report identifies areas of infrastructure where capacity issues have been identified or are anticipated. This may be owing to known existing constraints or anticipated from early consideration of sites identified as suitable or potentially suitable within the HELAA process. Key considerations for infrastructure provision include:
- Known strategic transport issues such as the A2/Duke of York roundabout, and the Whitfield roundabout.
 - With respect to water supply the critical points in the network due to the new developments are such that major reinforcements in the network in the Dover area will be required.
 - New primary schools will be required along with expansions to existing primary and secondary schools over the plan period.
 - There is a lack of General Practitioners capacity in Dover Town (including the villages of Lydden, Shepherdsweil).
- 3.5 As part of the preparation of the Local Plan Regulation 18 draft and HELAA process, we have sought to ensure that infrastructure and service providers have been involved at the key stages. This has included sharing spatial data and growth scenarios as these have been emerging and as appropriate.
- 3.6 This dialogue is ongoing in the form of regular meetings and correspondence that dovetails with the plan production and the Duty to Co-Operate requirements. The detail of meetings between Council officers and infrastructure and service providers are reported in full as part of the Councils Duty to Co-Operate statement published annually within the Authority Monitoring Report available on the Councils website [here](#).
- 3.7 Following the closure of the Regulation 18 consultation, the Council will assess the comments received as well as continuing to liaise with site promoters and stakeholders to identify specific infrastructure requirements and potential cumulative development impacts as a result of the proposed site allocations.
- 3.8 Following this engagement and research, the Council will publish the full IDP with the expected infrastructure improvements required to support the delivery of the growth within the Local Plan. This document will include a

Infrastructure Delivery Schedule outlining a list of projects, timescales, costings and delivery partners. This will be released by the Council for consultation at the Regulation 19 stage.

- 3.9 By taking an iterative approach to the production of the IDP, this will ensure that all additional infrastructure and services needed are identified and delivered in a timely, co-ordinated and sustainable way. Such an approach recognises that planning for infrastructure should be a continuous process and that information on infrastructure requirements and delivery will change over the course of preparing the Local Plan. The IDP is, therefore, very much a 'live' document that will be updated at appropriate stages during the plan making process and then throughout the local plan period.
- 3.10 Whilst the term Infrastructure is not defined within the NPPF, the Planning Act 2008, identifies infrastructure categories as roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, open space, and affordable housing.
- 3.11 For the purpose of this topic paper, infrastructure is to be considered within the following three broad categories:
- **Physical:** the broad collection of systems and facilities that house and transport people and goods, and provide services e.g. transportation networks, housing, energy supplies, water, drainage and waste provision, ICT networks and public realm.
 - **Social & Community:** the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. It can include the provision of community facilities (education, healthcare, community centres, sports & leisure facilities) as detailed in the Community Infrastructure Levy (CIL) regulations. In its broadest sense infrastructure can also include small scale funding to assist local projects, skills development and volunteering.
 - **Green and Historic:** the physical environment that forms part of the character and setting of our towns and villages. A network of multi-functional open spaces, including formal parks, gardens, woodland, green corridors, waterways, street trees and open countryside. It also includes built heritage assets which form part of the physical environment.
- 3.12 Each section will provide an overview of each infrastructure type as identified above and includes the following information as relevant:

- Key delivery partners
- Consultation findings to date.
- Likely future requirements needed to deliver local plan growth.

4. Physical Infrastructure

Transport

4.1 This section includes Roads, Public Transport and active travel.

4.2 Key delivery partners include:

- KCC Highways and Transport
- Highways England
- Network Rail
- Stagecoach
- Sustrans

Consultation findings

4.3 The Dover Transport Strategy underpinning the existing core strategy included an assessment of existing and future transport conditions. This included the identification, prioritisation and costing of transport proposals associated with the Whitfield Masterplan and Dover Western Docks Revival.

4.4 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.

4.5 To assess the impact of permitted and projected housing and employment growth in the district over the Plan period, transport consultants WSP have been commissioned to carry out traffic modelling in the district. Alongside plan growth scenarios, factors 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. This has, and continues to be, carried out in close collaboration and consultation with KKC Transport and Highways and Highways England as key delivery partners.

4.6 It should be noted that the current uncertainty over customs and immigration checks at the Port of Dover and what effect this will have on traffic flow in and out of the area, specifically congestion caused by HGVs

transporting goods. This will continue to be monitored during further iterations of the transport model.

- 4.7 In addition, KCC Transport and Highways have been closely involved with the HELAA process, providing detailed comments with respect to highways safety and potential cumulative impact issues. This has contributed to a number of sites being assessed as unsuitable to progress further within the HELAA process.
- 4.8 With respect to active travel, there is considerable scope for people to switch to using the bicycle to make shorter journeys, particularly in Deal and Sandwich where there is relatively flat terrain. There are however physical and geographical barriers in Dover that need to be addressed and overcome.
- 4.9 To help inform appropriate active travel measure which could be implemented across the district Sustrans have 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 inter-town routes.
- 4.10 KCC Public Rights of Way have also provided detailed comments for each of the proposed allocations with respect to necessary improvements to the public rights of way network that ensures all sites achieve sufficient accessibility.
- 4.11 Emerging site details have been shared with Network Rail, resulting in specific consideration being given as to how potential developments at Aylesham and Shepherdswell may contribute to or impact upon the North & East Kent Connectivity Study that they are currently undertaking.
- 4.12 With respect to bus services, 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.

Future potential requirements identified

- 4.13 At the strategic level, the national significance of the need to upgrade the A2 is recognised with the inclusion of the A2 Dover Access project in Department for Transport Road Investment Strategy (RIS) for 2020- 2025 published March 2020, as a RIS3 pipeline project to be developed into schemes for construction in Road Period 3 (2025/26 to 2029/30). The WSP modelling will help inform the extent to which the mitigation provided by this scheme is necessary for the delivery of specific sites and therefore the extent of proportional contributions which should be sought.

- 4.14 In addition, early runs of the WSP traffic modelling has identified the key junctions which are detrimentally affected in the future by the growth of traffic. To assess the impacts at a more detailed level further junction modelling is being undertaken as a basis for identifying potential solutions to improve performance. These include the following:
- Whitfield Roundabout;
 - Duke of York Roundabout;
 - Folkestone Rd / Priory Rd / York Street– Folkestone Rd EB;
 - London Rd / Manor Rd roundabout – London Rd SB;
 - London Road / Alkham Road;
 - A257 / Sandwich Bypass / Ash Rd; and
 - A256 Sandwich Bypass / A258 Deal Rd / A256 (S).
- 4.15 Again, the detailed junction modelling will inform the levels and extent to which proposed allocations should provide proportionate contributions. It is also expected that individual site allocations will bring forward site specific mitigation on the local road network, through the provision of site-specific Transport Impact Assessments
- 4.16 With respect to active travel measures, early drafts of the Sustrans work has identified a number of interventions and improvements that would help decrease use of private vehicles for short journeys. This work will be developed further with specific consideration given to those measures which may help mitigate the impact of the proposed allocations. Similarly, the necessary public right of way interventions and improvements will be identified within the detailed site allocation policies within the Regulation 19 submission draft of the Local Plan.
- 4.17 With respect to public transport, Network Rail are to consider whether accessibility upgrades to the stations at Shepardswell, Aylesham and Snowdon 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.
- 4.18 Similarly, early conversations 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. This is due to be trialled within the Aylesham area during 2021 and may be extended to other rural areas within the District if successful. It would be reasonable for those sites to contribute to this scheme where it offers an improvement to existing public transport options.

4.19 It should be noted that the above is in addition to measures previously identified as necessary to consented development. This for example would include transport proposals associated with the Whitfield Masterplan such as the Dover Fastrack Project.

Utilities

4.20 This section includes Water supply, Waste water, Gas, Electricity and Broadband.

4.21 Key delivery partners include:

- Southern Water
- Affinity water
- Southern Gas Networks
- UK Power Networks
- National Grid
- Kent County Council (Broadband)

Consultation findings

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

4.23 There has been particularly robust consultation with Southern Water and Affinity water with a series of stakeholder meetings held late 2019 and early 2020 to ensure all known capacity and constraints could be identified at a sufficiently early stage. From this, both organisations have continued to feed into the water cycle study.

4.24 Consequently, both Southern Water and Affinity Water have undertaken detailed modelling work in order to account for proposed housing growth and environmental conditions and have published robust strategies outlining how they will accommodate growth in their respective catchments with a range of factors and future scenarios considered.

4.25 With respect to Broadband, ensuring the roll-out of highspeed internet connections across the district for current and future residents is a corporate 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.

Future potential requirements identified

- 4.26 Affinity Water have advised that whilst there is sufficient water supply in the region, there may be critical points in the network due to the new developments which may require reinforcements. In assessing all future growth scenarios, they have advised demand management options will be required. As a consequence, the draft Regulation 18 plan includes measures to reduce water usage within new developments. This issue is considered further within the Water Cycle Study.
- 4.27 Southern Water has a statutory obligation to provide wastewater services to existing customers and planned new development. They have advised that, whilst there is sufficient capacity to accept the additional wastewater flow from forecast housing growth, further infrastructure provision is likely to be required towards the later part of the plan period, particularly with respect to the Whitfield expansion. They will continue to work with the Council with respect to the timing and phasing of new development.
- 4.28 Southern Gas Networks (SGN) have been made aware of the scale and distribution of growth proposed though have not at this early stage identified any specific schemes required to accommodate new development. This will continue to be reviewed though it is anticipated that any connections and associated infrastructure improvements will be identified and delivered alongside development.
- 4.29 UK Power Networks have previously advised that there are no major constraints that 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. Again no significant infrastructure improvements have been identified at this time though this will continue to be reviewed throughout further iterations of the plan.
- 4.30 All partners strongly support the need for a dedicated broadband policy to ensure that new homes are equipped with broadband connections that meet both current and future needs. The provision of gigabit-cable infrastructure will therefore be conditional for all new developments.

5. Social and Community Infrastructure

Education

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

5.2 The key delivery partner for education is Kent County Council.

Consultation findings

5.3 Consultation with KCC has taken place as a continuous process over the development of the Local Plan to inform requirement for new education provision.

5.4 In June 2019 a number of growth options were shared with KCC including proportionate growth, urban focused growth, option of a new settlement and an additional 20% growth. Following this, those sites considered suitable or potentially suitable within the HELAA process were shared along with a final set of sites being considered for allocation over the summer of 2020.

5.5 This process 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.

5.6 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.

Future potential requirements identified

5.7 The baseline position for the first five years of the plan is there is sufficient primary school places across the district although there will be some localised pressures associated. For secondary, there is a small pressure for non-selective places in Deal and Sandwich that may need to be addressed via the addition of temporary places in 2023-24. There is also a small deficit within the selective schools.

5.8 Moving across the plan period, for nursery provision KCC are to work with existing providers to establish the extent to which they could absorb the demand or expand their provision. They have advised that any new schools would have nursery classes.

5.9 With respect to primary provision, there is likely to be a need for the expansion of Preston to 1FE and Ash, Cartwright and Kelsey to 1.5FE or 2FE. It is however noted that Ash, Cartwright and Kelsey is small for a 2FE but KCC are currently of the view that this could be managed.

- 5.10 For Aylesham, Aylesham Primary School will be needed to expand to 3FE and St Joesphs by an additional 1FE. A small increase would also be required at Nonington CEPS. There remains however a possible need for a further school should this capacity be exhausted. KCC will continue to review this.
- 5.11 Within Deal, there will be a need for an additional 2FE primary school provision. Deal Parochial will be able to accommodate 1FE of this expansion and KCC are currently considering options with respect to Sholden CEPS. For Sandwich, there may be a need for a further 1FE expansion across the existing schools.
- 5.12 The greatest area of pressure however remains within the Dover Town and surrounding areas. Here, within the Whitfield and Dover North catchment area Whitfield Aspen is to extended to 4FE with 3 other 2 FE schools required. Further, and with existing options exhausted within Dover Town, there will need to expansion of Aycliffe School to 1FE and Caple-le-Ferne to 2FE. Guston may also need to be expanded to 1FE
- 5.13 With respect to Secondary School provision across the remainder of the plan period, there is likely to be a total need of 14.5 FE. For the Deal and Sandwich non-selective there is potential for expansion at Goodwin Academy and Sandwich Tech. For Dover, expansion of the Dover Christ Church Academy was the intended solution for the existing Whitfield expansion. With the additional growth, expansion would now also have to considered at St Edmunds and Astor. For selective, only Manwoods is considered capable of expansion.
- 5.14 With respect to specialist Educational Need, initially this will be covered with the expansion of The Beacon adding 240 places. However, for the latter plan period capacity may need to be provided as part of the Whitfield urban expansion.

Health & Social Care

- 5.15 This section includes Hospital General Practitioners, Mental health services Adult social care services and Children's social services
- 5.16 Key delivery partners include:
- NHS South Kent Coast CCGs
 - Public Health England
 - KCC Public Health

Consultation findings.

- 5.17 The health of people in Dover is varied compared with the England average. The rate of alcohol-related harm hospital stays is 485 (rate per 100,000 population), which is better than the average for England. However, estimated levels of adult excess weight are worse than the England average. Life expectancy is 5.9 years lower for men and 4.4 years lower for women in the most deprived areas of Dover than in the least deprived areas.
- 5.18 About 19.4% (3,715) of children live in low income families. In Year 6, 19.1% (206) of children are classified as obese. Levels of GCSE attainment and smoking at time of delivery are worse than the England average.
- 5.19 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.
- 5.20 A number of meetings have been held with the Head of Primary Care Estate for the NHS South Kent Coast CCGs during 2019 and early 2020 where sites identified as potentially suitable within the HELAA process were considered.
- 5.21 The outputs of the HELAA process and likely site allocations have been shared with KCC Social Services and Adult Social Care to inform the Regulation 18 draft Plan.

Future potential requirements identified

- 5.22 It was identified early on that there is an existing lack of provision within Dover Town (which includes the villages of Lydden and Shepherdswell etc). In total this is approx. 1,000sqm undersized.
- 5.23 There is however additional capacity in Deal (approx. 900sqm) to pick up population growth in the future.
- 5.24 A new surgery is to be constructed at Whitfield as part of the original master planning for the site to provide capacity in the short term. A Dover Town solution is however continued to be considered desirable longer term.
- 5.25 They have advised 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.

5.26 KCC have advised wheelchair accessible housing should be secured as part of affordable housing element on new housing development. Developer contributions will continue to be sought as appropriate to ensure sufficient provision of adult social care is provided to the residents of new developments. KCC currently seek £16.42 per new dwelling for Adult Education and £146.98 per dwelling for Social care.

Open Space

5.27 This section includes Parks & Open Space, Play Area Provision and Playing Pitch Provision

5.28 Key delivery partners include:

- Dover District Council parks and open spaces team.
- Sports England
- Town and Parish Council

Consultation findings.

5.29 There is a vast array of open spaces in the Dover district, including major municipal parks, gardens, local nature reserves, promenades, sports pitches and various informal grass areas.

5.30 With regard to accessible green space, an assessment of current provision against the accessible green and open space standards shows that in general the quantity of provision is acceptable. Furthermore, the vast majority of open spaces rate above the threshold for quality. Enhancing existing sites instead of creating new spaces is a priority in the short term.

5.31 With regard to sport and recreation, the Playing Pitch Strategy highlights issues with the quality of some of the district's cricket pitches and tennis courts. Furthermore, there is an under provision of 5v5 and artificial turf football pitches and rugby union pitches and tennis courts. The most severe deficiencies occur in Dover. There is little in the way of spare capacity. Deficiencies in ancillary facilities sometimes present a barrier to participation. For example, the quality of changing facilities.

Future potential requirements identified

5.32 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 up to 55ha of accessible green space, over 6ha of allotments roughly 1.75 ha of play space for children and young people.

- 5.33 With regard to sport and recreation, the Playing Pitch Strategy highlights issues with the quality of some of the district's cricket pitches and tennis courts. Furthermore, there is an under provision of 5v5 and artificial turf football pitches and rugby union pitches and tennis courts. The most severe deficiencies occur in Dover. There is little in the way of spare capacity. Deficiencies in ancillary facilities sometimes present a barrier to participation.
- 5.34 The Playing Pitch Strategy (2019) considers the likely increase in future playing pitch requirements based on current population forecasts, identifying a need for up to eight adult football pitches, ten youth football pitches, eight mini soccer pitches, four rugby union pitches and four cricket pitches.
- 5.35 In producing these strategies, significant consultation has been undertaken with the relevant stakeholders. The detail of this is considered further within the Open Spaces Topic Paper.

Community facilities

- 5.36 This section includes Libraries, Youth Services, and Community Centres
- 5.37 Key delivery partners includes
- Kent County Council
 - Town and Parish Councils

Consultation findings.

- 5.38 The outputs of the HELAA process and likely site allocations have been shared with KCC Social Services and Adult Social Care to inform the Regulation 18 draft Plan.
- 5.39 The outputs of the HELAA process was also shared with Town and Parish Councils early 2020 with comments invited with respect to known community needs.

Future potential requirements identified

- 5.40 KCC have advised that that expect funding to meet the demands of any new Development. They will be consulting upon a new Developer Contribution SPD imminently.
- 5.41 Currently, they request £65.50 per dwelling towards youth provision and £55.45 per dwelling towards providing new book stock at the Districts libraries.

6. Green and Historic

Green Infrastructure

6.1 This section includes. Natural / semi-natural open space,

6.2 Key delivery partners include:

- Kent County Council
- Dover District Council
- Kent AONB unit
- Kent Nature Partnership
- Kent Wildlife Trust

Consultation findings.

6.3 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 Chamber, were opened to the public. Given the importance of accessibility to GI issues, the network has the potential to play an important role in the GI strategy.

6.4 The Council is in the process of updating the Green Infrastructure Strategy to respond to the draft Local Plan and act as an over-arching strategy for the recently completed open spaces reports. In producing this document, significant consultation has been undertaken with the relevant stakeholders. This consultation is on-going.

Future potential requirements identified

6.5 Early drafts of 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.

6.6 Once established any projects will be included in the Infrastructure Delivery Schedule and any site-specific interventions and improvements will be identified within the detailed site allocation policies within the Regulation 19 submission draft of the Local Plan.

Biodiversity

6.7 This section includes. Natural / semi-natural open space, Local Wildlife Sites, Local Nature Reserves and Biodiversity Net Gain.

6.8 Key delivery partners include:

- Kent County Council
- Dover District Council
- Kent Nature Partnership
- Kent Wildlife Trust

Consultation findings.

6.9 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.

6.10 Preparation of the Local Plan is being undertaken in consultation with Kent Nature Partnership including completion of the Kent Biodiversity Net Gain Strategy. In producing this document, significant consultation has been undertaken with the relevant stakeholders. This consultation is on-going. It is anticipated that this will be completed earlier 2021.

Future potential requirements identified

6.11 Once established any projects will be included in the Infrastructure Delivery Schedule and any site-specific interventions and improvements will be identified within the detailed site allocation policies within the Regulation 19 submission draft of the Local Plan.