

Appendix 1 – Infrastructure Delivery Schedule (IDS) 2023

This schedule is broken down into area specific tables for ease of reference.

[TABLE 1 – DISTRICT WIDE](#)

Contains strategic projects which affect whole district and/or projects covering more than one settlement/area

[TABLE 2 – DOVER / WHITFIELD](#)

[TABLE 3 – DEAL AREA](#)

Includes Walmer, Sholden and Great Mongeham

[TABLE 4 – SANDWICH](#)

[TABLE 5 – AYLESHAM](#)

[TABLE 6 – LOCAL CENTRES](#)

EASTRY, WINGHAM, ASH, SHEPERDSWELL, ST MARGARETS, KINGSDOWN, EYTHORNE AND ELVINGTON

[TABLE 7 – LARGER & SMALLER VILLAGES AND HAMLETS](#)

Includes: CAPEL-LE-FERNE, LYDDEN, PRESTON, WORTH, ALKHAM, EAST LANGDON, RINGWOULD, CHILLENDEEN, NONINGTON, WOODNESBOROUGH, STAPLE AND COLDRED and other smaller rural settlements not listed

TABLE 1 - DISTRICT WIDE

Contains strategic projects which affect whole district and/or projects covering more than one settlement/area.

| Infrastructure Category | Infrastructure Item | | Delivery Details | | | |
|---------------------------|--|--|--|--|---|--|
| | Project Name / Location | Description / Purpose | Priority and Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| TRANSPORT | | | | | | |
| Strategic Highways | Whitfield Roundabout Improvements – Local Plan Mitigation | <p>The Whitfield Roundabout (A2/A256) on the A2 corridor requires upgrading to enable growth to come forward in the District set out in the Local Plan. The Council, working with National Highways and Kent County Council has identified improvement schemes for this junction which would mitigate the impact of Local Plan growth. It is envisaged that the scheme will provide interim improvements in advance of any A2 RIS scheme (below) being brought forward.</p> <p>Mitigation for this roundabout is required to meet the existing Whitfield development proposals, and a scheme was initially agreed between the developers (Halsbury Homes). KCC and NH have subsequently confirmed that this proposed scheme no longer provides meaningful capacity and is proposed to be replaced by the above works.</p> <p>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</p> | <p>Critical / Short (2028/29)</p> <p>Interim ‘signing and lining’ scheme will take place by 2024/25.</p> | <p>DDC</p> <p>National Highways</p> <p>Kent Highways and Transportation</p> <p>Developers</p> <p>NH have confirmed that they will deliver the interim scheme, if not brought forward by developers</p> | <p>£ Estimated £6million</p> <p>Potential Forward Funding to be confirmed.</p> <p>S106 contributions.</p> <p>Proportionate contributions tariff set out in IDP Report. Potential Forward Funding tbc</p> <p>Safety Led: Est. £200,000. National Highways Designated Funds</p> | <p>Existing consent for Whitfield Urban Extension requires mitigation at this roundabout.</p> <p>SAP1 and SAP2 will need to now make contributions to the Local Plan mitigation Scheme via the Whitfield area tariff.</p> <p>SAP3, SAP4, SAP6, SAP7, SAP8, SAP10, SAP11, SAP12 & SAP13 will need to pay the Dover area tariff.</p> <p>SAP14, SAP15 & SAP16, SAP34, SAP38, SAP39, SAP40 & SAP46 will need to pay the Deal area tariff.</p> <p>SAP24, SAP28, SAP29, SAP36, SAP37, SAP47 & SAP52 will need to pay the Aylesham area tariff.</p> <p>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.</p> |
| Strategic Highways | Duke of York Roundabout Improvements – Local Plan Mitigation | <p>The Duke of York Roundabout (A2/A258) on the A2 corridor requires upgrading to enable growth to come forward in the District. The Council, working with National Highways and Kent County Council has identified an improvement scheme for this junction which would mitigate the impact of Local Plan growth. It is envisaged the scheme will provide interim improvements in advance of any A2 RIS scheme being brought forward.</p> | Critical / Medium | <p>DDC</p> <p>National Highways</p> <p>Kent Highways and Transportation</p> <p>Developers</p> | <p>£5.6 Million</p> <p>S106 contributions.</p> <p>(100k secured in existing S106 for Phas 1WUE)</p> <p>Proportionate contributions tariff set out in IDP Report. Potential Forward Funding tbc</p> | <p>SAP1 and SAP2 will need to now make contributions to the Local Plan mitigation Scheme via the Whitfield area tariff.</p> <p>SAP3, SAP4, SAP6, SAP7, SAP8, SAP10, SAP11, SAP12 & SAP13 will need to pay the Dover area tariff.</p> <p>SAP14, SAP15 & SAP16, SAP34, SAP38, SAP39, SAP40 & SAP46 will need to pay the Deal area tariff.</p> <p>SAP24, SAP28, SAP29, SAP36, SAP37, SAP47 & SAP52 will need to pay the Aylesham area tariff.</p> <p>All windfall sites within the tariff zones will contribute to the Local Plan</p> |

| Infrastructure Category | Infrastructure Item | | Delivery Details | | | |
|---------------------------|--|---|--|---|---|---|
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| | | | | | | mitigation. Significant windfall development outside of the zones will be considered on a case by case basis. |
| Strategic Highways | A2 Dover Access Project – Road Infrastructure Strategy (RIS) - DfT | <p>A Kent-wide strategic priority is 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.</p> <p>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.</p> <p>'A2 Dover Access Project' is included in the Department for Transport (DfT) Road Investment Strategy (RIS) for 2020- 2025 Pipeline of possible future schemes. This was published in March 2020, no further details are available.</p> | <p>Preferred</p> <p>RIS4 Programme: (2030 to 2035).</p> <p>Unknown if will be progressed</p> | <p>National Highways</p> <p>KCC Highways and Transportation</p> | <p>Costs and funding tbc</p> <p>Awaiting DfT project details to be published.</p> | N/A at present |
| Strategic Highways | A256/A257/ A258 – Local Plan Mitigation | <p>District wide Strategic and Local road network mitigation (details tbc through transport modelling). Specifically projects identified in Policy SP12 of the Local Plan including 2 junctions in north of district (west of Sandwich):</p> <ul style="list-style-type: none"> • A257/A256/Ash Road • A256/A258 Deal Rd junction. | Critical / Medium | Kent Highways and Transportation Developers | Costs TBC S106 contributions. | 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 schemes, to be confirmed through Transport Assessments. |
| Strategic Highways | A260 Canterbury Road/ Alkham Valley Rd/ A20 junctions and Slips (FHDC) | Three interlinked junctions in Folkestone and Hythe District. Mitigation options have been identified through FHDC Core Strategy Review and the planning application for the Garden Settlement of Otterpool Park. Further work required to determine whether DDC Local Plan sites require further mitigation and/or proportionate contributions to committed schemes. | Unknown | <p>National Highways</p> <p>Kent Highways and Transportation Developers</p> | Costs TBC | SAP1 and SAP2 – TBC. |
| Rail | Level Crossings | <p>All new development will be assessed in terms of its impact on existing level crossings, and financial contributions obtained where possible to provide improvements or closure.</p> <p>A broad range of targeted interventions and initiatives are needed to manage safety at crossings which remain open.</p> | Preferred / Med/Long | <p>KCC</p> <p>Network Rail Developers</p> | <p>£Unknown</p> <p>Developer funded through S106</p> | All development sites in the district will be considered for contributions |
| Rail | North and East Kent Connectivity Study projects | Increase Line Speed through the North and East Kent Connectivity Study Area | Preferred / Med/Long | Network Rail | £Unknown | N/A |

| Infrastructure Category | Infrastructure Item | | Delivery Details | | | |
|------------------------------|---|--|---|--------------------------------------|--|--|
| | Project Name / Location | Description / Purpose | Priority and Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Bus | Demand-Responsive Transport Bus service | <p>Improve rural connectivity to the bus network.</p> <p>Demand-Responsive Transport Bus service.</p> <p>This is being trialled within the Aylesham and surrounding rural areas as a route to and from Whitfield and may be extended to other rural areas within the district if successful.</p> | Timing as per site delivery / Essential | Stagecoach / KCC / DDC | Stagecoach / S106 contributions. | <p>Sites in the current operational area will be assessed for potential contributions:</p> <ul style="list-style-type: none"> • Aylesham • Elvington and Eythorne • Coldred • Nonington • Sheperdswell • Womenswold <p>Other residential sites in the wider area will be considered also, in order to assess potential extensions to the current network. This will be confirmed by Transport Assessment /Travel Plan outcomes at planning application stages.</p> |
| Walking and Cycling | Improvements to National Cycle Networks | <p>The draft Sustrans study work identified a number of interventions and improvements that would help decrease use of private vehicles for short journeys and included potential projects including:</p> <ul style="list-style-type: none"> • Improvements to NCN route 17 between Kearsney Parks and Dover seafront • Improvements to the route between Deal to Sandwich • Improvements to the Capel-le-Ferne to Dover to Deal link <p>Project details to be confirmed.</p> | Unknown | KCC Sustrans UK Cycling DDC | TBC | TBC |
| Education | | | | | | |
| Education – Primary | Primary School District Provision | Specific details can be found in the specific district area tables below with regards to Local Plan and extant consent needs. Other provision in the district will be assessed on an application basis by KCC Education. | -- | KCC | <p>View KCC Developer Contribution Guide and relevant appendices to view estimated costs: Developer Contributions Guide Let's talk Kent</p> <p>KCC Capital /</p> <p>Developer funded through S106</p> | All development sites in the district will be considered for contributions for Primary education need. |
| Education – Secondary | Secondary School District Provision | <p>Secondary provision is looked at across the District as a whole. Overall need is 11.2FE of provision.</p> <p>Secondary school contributions will be directed towards secondary schools in the District.</p> | Timing as per site delivery / Essential | KCC | <p>View KCC Developer Contribution Guide and relevant appendices to view estimated costs Developer Contributions Guide Let's talk Kent</p> | All development sites in the district will be considered for contributions as secondary education is a district wide need. |

| Infrastructure Category | Infrastructure Item | | Delivery Details | | | |
|--------------------------------|--|---|---|-------------------|---|--|
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| | | <p>The size of existing secondary school sites could limit the amount of expansion that is possible or could increase the costs of an expansion. Should land adjacent to any existing secondary school become available, KCC requests that DDC consults with the LEA to determine whether the land should be safeguarded for future education expansion.</p> <p>KCC will identify specific projects at time of planning applications/S106 negotiations.</p> | | | KCC Capital / S106 | |
| Education - SEND | Specialist Education Need and Disabilities (SEND) District Provision | <p>Additional specialist places can be created through Special Resource Provisions, a satellite of an existing school, or expanding current specialist provision.</p> <p>KCC will identify specific projects at time of planning applications/S106 negotiations</p> <p>Beacon at Walmer has already been commissioned and is in the delivery pipeline.</p> <p>SEND pupils from Dover District may attend any of the new SEND projects named in the commissioning plan in other districts if they needed to.</p> | Essential / Timing as per site delivery | KCC | <p>View KCC Developer Contribution Guide and relevant appendices to view estimated costs Developer Contributions Guide Let's talk Kent</p> <p>KCC Capital</p> <p>Developer funded through S106</p> | All development sites in the district will be considered for contributions as SEND is a district wide need. |
| Education – Early Years | District Provision | <p>Around 11.8 new early years settings would be required to address the need from the Local Plan and extant housing.</p> <p>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 possibly be added to the Whitfield Aspen Primary School.</p> <p>Additional settings could be added to existing schools, located in community use buildings and commercial premises. KCC will identify specific projects at time of planning applications/S106 negotiations</p> | Essential / Timing as per site delivery | KCC | <p>KCC Capital</p> <p>Developer funded through S106</p> | All development sites in the district will be considered for contributions as Early Years education is a district wide need. |
| Education – Adult | District Provision | KCC will identify specific projects at time of planning applications/S106 negotiations | Timing as per site delivery / Essential | KCC | <p>View KCC Developer Contribution Guide and relevant appendices to view estimated costs: Developer Contributions Guide Let's talk Kent</p> <p>KCC Capital</p> <p>Developer funded through S106</p> | All development sites in the district will be considered for contributions as adult education is a district wide need. |

| Infrastructure Category | Infrastructure Item | | Delivery Details | | | |
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| | Project Name / Location | Description / Purpose | Priority and Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Health and Social Care | | | | | | |
| Wheelchair Accessible Housing | District Provision | KCC have advised wheelchair accessible housing should be secured as part of affordable housing element on new housing development. This is required by Policy PM2 of the Local Plan. | Timing as per site delivery / Essential | DDC | Developer secured through condition/S106. | All residential development schemes of 20 or more – Assessed at planning application stages. |
| GP Provision | District Provision | NHS Kent and Medway have advised 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. Of note is the planned growth in and around Aylesham that will require specific consideration as part of the estates planning. | Medium/Long / Essential | NHS Kent and Medway | Developer secured through condition/S106. NHS England Capital funding Third Party developers Healthcare Providers | All development sites in the area will be considered for contributions |
| Adult Social care | District Provision | 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 will identify specific projects at time of planning applications/S106 negotiations | Timing as per site delivery / Essential | KCC | View KCC Developer Contribution Guide and relevant appendices to view estimated costs: Developer Contributions Guide Let's talk Kent TBC / S106 contributions. | All development sites in the area will be considered for contributions |
| Specialist Care Accommodation | District Provision | KCC will identify specific projects at time of planning applications/S106 negotiations | Timing as per site delivery / Desirable | KCC | View KCC Developer Contribution Guide and relevant appendices to view estimated costs: Developer Contributions Guide Let's talk Kent TBC / S106 contributions. | All development sites in the area will be considered for contributions. |
| Community Facilities | | | | | | |
| Youth Services | District Provision | KCC will identify specific projects at time of planning applications/S106 negotiations | Timing as per site delivery / Essential | KCC | View KCC Developer Contribution Guide and relevant appendices to view estimated costs: Developer Contributions Guide Let's talk Kent S106 contributions. | All development sites in the area will be considered for contributions |
| Libraries | District Provision | KCC will identify specific projects at time of planning applications/S106 negotiations. | Timing as per site delivery / Essential | KCC | View KCC Developer Contribution Guide and relevant appendices to view estimated costs: Developer Contributions Guide Let's talk Kent S106 contributions. | All development sites in the area will be considered for contributions |

| Infrastructure Category | Infrastructure Item | | Delivery Details | | | |
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| | Project Name / Location | Description / Purpose | Priority and Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Waste Management | | | | | | |
| Waste | Whitfield Household Waste and Recycling Centre | <p>The project includes extension of the Household Waste Recycling Centres (HWRC) operations onto land that is owned by KCC but not currently used for waste operations to provide additional capacity.</p> <p>If this changes, then projects at Richborough HWRC and or Deal HWRC may be required. 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.</p> | Essential / Long term | KCC Waste Team | <p>Project cost unknown.</p> <p>View KCC Developer Contribution Guide and relevant appendices to view estimated costs Developer Contributions Guide Let's talk Kent</p> <p>S106 contributions.</p> | All development sites in the area will be considered for contributions |
| Water | | | | | | |
| Water Supply | Water Network Upgrades – District | Local network upgrades are needed to serve developments across the district. | Unknown | Southern Water Affinity Water | Project cost unknown. | All development sites in the area will be considered for requirements. |
| Wastewater | Sewer Upgrades – District | <p>Local sewer upgrades to serve developments across the district.</p> <p>Southern Water have identified final preferred options in investment needs tables for each wastewater system. The list of investment needs is accompanied by a map showing the location of the proposed options at the following link: Options development and appraisal for Stour (southernwater.co.uk).</p> <p>Wastewater systems relevant to the Dover District include Broomfield Ban, Dambridge Wingham and Weatherlees Hill.</p> | View Southern water investment needs tables for indicative costs and timescales: Options development and appraisal for Stour (southernwater.co.uk) | Southern Water | View Southern water investment needs tables for indicative costs and timescales: Options development and appraisal for Stour (southernwater.co.uk) | All development sites in the area will be considered for requirements |
| Green Infrastructure, Open Space and Sports | | | | | | |
| Green Infrastructure | Tree Planting / GI Strategy | 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 contribution will be required towards the Council's Tree Planting/ GI Strategy. | Preferred – Whole period | DDC | S106 contributions. | All development sites in the area will be considered for contributions. |
| Outdoor Sport | New Football Pitches – District | <p>Overall shortfall in the district identified as set out in PPS (Page 13). The main need in the short term is for two full size 3G pitches.</p> <p>Local Football Facility Plan (LFFP), identifies a need for:</p> <ul style="list-style-type: none"> • 2 Artificial Grass Pitches • 25 Natural Grass Pitches • 3 Changing Pavilions • 4 small sided facilities | Essential / Short | DDC Sport England NGBs | <p>S106 contributions.</p> <p>Sport England.</p> <p>Private Sports Clubs and schools</p> <p>Football Foundation Funding.</p> | Development sites across the District will be considered for contributions towards priority football projects identified by LFFP using the Sport England Playing Pitch Calculator. |

| Infrastructure Category | Infrastructure Item | | Delivery Details | | | |
|--------------------------------|--|--|---------------------|------------------------------|--|---|
| | Project Name / Location | Description / Purpose | Priority and Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Outdoor Sport - Cricket | Improve quality of Cricket Pitches across the district | <p>Improving the quality of all natural grass squares by one increment (poor to standard or standard to good) where possible, increases potential spare capacity in the District by 207 match equivalent sessions per season; with all overplay being eliminated, all three of which, subsequently have potential capacity for additional demand. All these sites are accessed for regular match demand by clubs. Increasing the capacity across the District by improving the quality would Provide sufficient capacity across the District to accommodate all future demand (PPS Page 19)</p> <ul style="list-style-type: none"> Ash Recreation ground Betteshanger Social and welfare sports club Deal Victoria and Barns Close Cricket Club East Langdon Cricket Ground Nonington Cricket club Shepherdswell Recreation Ground St Margaret's Recreation Ground Tilmanstone Ravens Cricket Ground Worth Cricket Ground <p>(Quality Enhancement specific projects are detailed within relevant settlements)</p> | Preferred / Long | DDC Sport England NGBs | S106 contributions. Sport England Private Sports Clubs and schools | <p>Relevant site policies as below:</p> <p>SAP14/SAP15/SAP16: Betteshanger Social and welfare sports club /Deal Victoria and Barns Close Cricket Club</p> <p>SAP52: Nonington Cricket club</p> <p>SAP46: East Langdon Cricket Ground SAP36/SAP37: Shepherdswell Recreation Ground</p> <p>SAP38/SAP39/SAP40: St Margaret's Recreation Ground</p> <p>SAP49: Worth Cricket Ground All windfall development sites in the relevant settlements will be considered for contributions.</p> |
| Outdoor Sport | Tennis facility improvements | <ul style="list-style-type: none"> 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. Increase opportunities for informal tennis i.e. walking tennis and paddle tennis at key tennis sites across the District. <p>(PPS page 28)</p> <ul style="list-style-type: none"> General need for strategic improvements and ancillary buildings/changing rooms to all tennis infrastructure is High Priority | Preferred / Medium | DDC Sport England NGBs | S106 contributions. Sport England Private Sports Clubs and schools | All major development sites in areas with relevant tennis facility projects will be considered for contributions. |
| Outdoor Sport | Netball – District Wide Provision | The 2019 KKP report set out that demand for netball in Dover District is currently satisfied by provision in the District. This position has since changed and it has been identified that the netball demand in the district is not being met. DDC are working with National Netball to identify projects. | tbc | DDC Sport England NGBs | S106 contributions. Sport England Private Sports Clubs and schools | All major development sites in areas with relevant netball facility projects will be considered for contributions |
| Indoor Sport | Swimming Need – District wide provision | See Details within Deal - table 3 - for Tides Leisure Centre for project detail. | -- | -- | -- | -- |

| Infrastructure Category | Infrastructure Item | | Delivery Details | | | |
|-----------------------------|---------------------------------|---|-----------------------------|---------------------------------------|---|--|
| | Project Name / Location | Description / Purpose | Priority and Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Green Infrastructure | SPA Mitigation Fees – Zone area | Monitoring and mitigation measures outlined in the SPA Strategic Access Management and Monitoring (SAMM) plan. The strategy aims to mitigate the potential in-combination impacts of new housing development and resulting recreation pressure on the SPA. | -- | -- | S106 Contributions. Per dwelling contribution will be required based on bedroom numbers. Calculation as set out here: Thanet Coast and Sandwich Bay SPA Mitigation and Monitoring Strategy (dover.gov.uk) | All residential development sites within 9km Zone of Influence – See Local Plan Policies Map |
| Green Infrastructure | Biodiversity Net Gain (BNG) | <p>A minimum of 10% in Biodiversity Net Gain should be provided as part of the development, within the site boundary. If this is demonstrated not to be possible the council will consider off-site provision or a financial contribution to an off-site BNG scheme.</p> <p>There will also be a requirement to make a contribution to costs associated with the long-term monitoring of biodiversity net gain proposals.</p> | Essential Short / medium | Developers, DDC, Kent County Council. | £ unknown 106 Contributions / conservation covenant | All planning permissions granted (small sites from 2024), with some exceptions, including householder applications and small-scale self-build and custom housebuilding |

TABLE 2 - DOVER / WHITFIELD

| Infrastructure Category | Project details | | Delivery Details | | | |
|---------------------------|---|--|-----------------------------|--------------------------------------|--|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| TRANSPORT | | | | | | |
| Strategic Highways | Whitfield and Duke of York Roundabouts Mitigation and other local roads | See details in table 1 | | | | |
| Strategic Highways | Whitfield Urban Expansion access | Suitable new access arrangements from: <ul style="list-style-type: none"> A256 A2 | Essential Medium / Long | Developers Developers | Est £4million Est £6million Developer delivery through S106/S278 | Policy SAP1 - Whitfield Urban Expansion |
| Strategic Highways | Potential Mitigation A2/A256/Honeywood Parkway Dumbbell | Mitigation at A2/A256/Honeywood Parkway Dumbbell roundabout requires further assessment as part of Transport Assessment. | Unknown | KCC/NH Developers | £Unknown Developer delivery through S106/S278 | Policy SAP2 – White Cliffs Business Park |
| Local Roads | Whitfield Urban Expansion Access points and local roads | The spine road should be provided linking the existing and proposed A256 junctions through the development with the new junction with the A2. The following shall be implemented in relation to the existing accesses: <ul style="list-style-type: none"> i. There shall be no direct vehicle access from the development to Archers Court Road (other than for buses) ii. Traffic calming measures and a speed limit review on Sandwich Road iii. Consideration of the need to stop up the existing Sandwich Road/A256 junction iv. Consideration of the need to stop up the existing Church Whitfield Road and Singledge Lane | Essential / Short/med/ long | KCC/NH Developers | £Unknown Developer delivery through S106/S278 | Policy SAP1 - Whitfield Urban Expansion |
| Local Highways | London Road A256 / Alkham Road (Temple Ewell) and Alkham Valley Road – Local Plan Mitigation | This junction has been 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. There are 2 Options for potential mitigation at this junction which include realignment and/or signalisation. 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. | TBC | DDC KCC Developers | £Unknown Developer funded through S106 | SAP1 – Whitfield Urban expansion SAP2 – White Cliffs Business Park Other potential areas / sites which may contribute to be confirmed |
| Bus | Dover Fastrack | Dover Fastrack will be a new rapid bus transit system connecting Whitfield with Dover town centre and Dover Priory railway station. A new bus, cycle and pedestrian-only bridge across the A2 at Whitfield, and a new link road with ANPR controlled junction from | Essential / Short | Kent County Council, DDC, Developers | Funding Secured: £22.9m from Homes England Grant. £1.42m by DDC | Whitfield Urban Expansion (WUE) – SAP1 White Cliffs Business Park – SAP2 |

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| | | <p>the B&Q roundabout in Whitfield to Dover Road at Guston will be required to serve Fastrack. Construction is underway.</p> <p>Extension to and frequency of the service is to be increased as further development comes forward.</p> <p>Potential Bus priority measures in Dover town centre, which will help to facilitate links with other bus services.</p> <p>Potential for Park and Ride car park to be considered to serve Fastrack – as set out in Policy SAP1.</p> <p>Provision of highway infrastructure improvements for Dover Fastrack.</p> | | | <p>Bridge over A2 – 100K S106 contribution secured from existing WUE S106.</p> <p>£9.5m funded by KCC to electrify the fleet.</p> <p>£1.795m towards bus services secured from existing WUE S106</p> <p>Direct delivery of the section of the route through the former Connaught Barracks site to be delivered through that scheme. 19/00447 secured by condition</p> | <p>Dover Waterfront – SAP3</p> <p>Fort Burgoyne – SAP5</p> <p>Dover Mid Town – SAP6</p> <p>Bench Street Dover – SAP7</p> <p>Land adjacent to the Gas Holder Coombe Valley Road – DOV8</p> <p>Land at Barwick Road industrial Estate, Coombe Valley - SAP9</p> <p>Westmount Collage, Folkestone Road, Dover – SAP11</p> <p>Charlton Shopping Centre – SAP12</p> <p>All windfall development sites in the dover town area will be considered for contributions</p> |
| Rail / Parking | Dover Priory Station Car Parking | Additional Car Parking at Station (Project to be confirmed) | Preferred / Med/Long | KCC / DDC / Network Rail / Developers | <p>£Unknown</p> <p>Developer funded through S106</p> | All development sites in the area will be considered for contributions |
| Rail | Kearnsy Station | <p>The following improvements would be beneficial:</p> <ul style="list-style-type: none"> • DDA compliant access; • First and last mile improvements. (car parking, cycling parking, pedestrian access improvements). | Preferred Medium/ Long | Network Rail Developers | <p>£Unknown</p> <p>Developer funded through S106</p> | All development sites in the area will be considered for contributions |
| Walking and Cycling | Whitfield UE area Footpaths and PROW | <p>Improvements required to existing pedestrian footways / PROW and cycle connections in the area.</p> <p>Cycling infrastructure should comply with LTN 1/20: Cycle infrastructure design or any subsequent guidance.</p> <p>New access points to the National Trail route must be provided and consideration given to the connections to the wider movement network for pedestrians and cyclists, including the Fastrack route.</p> <p>Link to be provided between Phase 1 and Phase 1a</p> | <p>Essential</p> <p>Medium/ Long</p> <p>Short</p> | KCC Highways and Transportation Developers | <p>£Unknown</p> <p>Developer funded through S106/S278</p> <p>£95k Developer funding secured through WUE Phase 1 S106</p> | Policy SAP1 - Whitfield Urban Expansion |
| Walking and Cycling | Improved link between WUE Phase 1 and Honeywood Parkway | Improved pedestrian link to be provided between Phase 1 and Honeywood Parkway through the A256/Honeywood Parkway Dumbbell roundabout – detail of | Medium | KCC Highways and Transportation Developers | £95k Developer funding secured through WUE Phase 1 S106 | WUE Phase 1 |

| Infrastructure Category | Project details | | Delivery Details | | | |
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| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Walking and Cycling | Dover Town Centre | Extension and improvement to River Dour Walk and Cycleway | Essential Medium/ Long | DDC/ Developers/ KCC Highways and Transportation | £Unknown Developer funded through S106/S278 | Policy SP8 – Dover Town Centre All sites with river frontage |
| Walking and Cycling | Dover Mid Town pedestrian and cycle links | Improvements required to existing pedestrian footways and cycle connections in the area | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | Policy SAP6 Dover Mid Town |
| Walking and Cycling | Buckland Paper Mill – Riverside Walk | Provide a riverside walk and a cycleway that are accessible to the general public through site as set out in SAP10, in addition to PROW improvements and lighting agreed as part of previous consent. | Preferred Short/Med | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP10 - Buckland Paper Mill, Crabble Hill, Dover |
| Walking and Cycling | Pedestrian connection between High Street and Crafford Street/Dour Street | Redevelopment of the Charlton Shopping Centre site should provide improvements to the pedestrian connection between Crafford Street and the A256 (High Street) | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP12 - Charlton Shopping Centre, High Street |
| Walking and Cycling | White Cliffs Business Park area | Pedestrian footways and cycle connections in the area to connect to public transport stops | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP2 - White Cliffs Business Park |
| Walking and Cycling | Byway ER55A – White Cliffs | ER55A is retained and enhanced, and pedestrian and cycle connections must be provided to connect EB12 through the site with the business park, leisure centre and surrounding area | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP2 - White Cliffs Business Park |
| Walking and Cycling | Pedestrian connections – Western Heights / Station and waterfront | Improve connectivity between the fortifications and the town, including, where possible, the delivery of links with the town centre, Dover Priory railway station and the Dover waterfront. This includes utilising the Grand Shaft as an important connector between the waterfront and Western Heights. It also includes PROW improvements and protection of the integrity and setting of the England Coast Path – South East National Trail. | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP4-Dover Western Heights |
| Walking and Cycling | Pedestrian connection between Dover Street and London Road | Improvements required as part of development of shopping centre | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP12 - Charlton Shopping Centre, High Street |
| Walking and Cycling | Dover Waterfront / Town Centre / Seafront connections | The proposals for Dover Waterfront to strengthen pedestrian and cycle access to the town centre and the seafront. | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP3 – Dover Waterfront |

| Infrastructure Category | Project details | | Delivery Details | | | |
|----------------------------|---|---|-------------------------------|--|--|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Walking and Cycling | Bench Street / Town Centre and wider connections | The provision of new, and improvements to existing, pedestrian routes and cycle connections, to improve connectivity within the site and with the Town Centre and wider area and protection of the integrity and setting of the England Coast Path – South East National Trail. | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP7 - Bench Street Dover |
| Walking and Cycling | Land Adjacent to the Gas Holder, Coombe Valley Road / wider connections | The provision of new and / or improvements to existing, pedestrian routes and cycle connections including the PROW network, to improve connectivity within the site and wider area, where possible. | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP8 - Land Adjacent to the Gas Holder, Coombe Valley Road |
| Walking and Cycling | Land at Barwick Road Industrial Estate, Coombe Valley / wider connections | The provision of new and / or improvements to existing, pedestrian routes and cycle connections including the PROW network, to improve connectivity within the site and wider area, where possible. | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP9 – Land at Barwick Road Industrial Estate, Coombe Valley |
| Walking and Cycling | Land to rear of Westmount Adult Education Centre, off Folkestone Road, Dover / connections to open space and wider connections open space | Development should provide new pedestrian linkages through the site to improve access to the existing public open space to the north The provision of new and / or improvements to existing, pedestrian routes and cycle connections including the PROW network, to improve connectivity within the site and wider area, where possible. | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP11 - Westmount College, Folkestone Road, Dover |
| Walking and Cycling | Land to the north of Coombe Valley Road, Dover | Consideration must be given to providing connections to the wider movement network for pedestrians and cyclists and specifically those related to SAP8 and SAP9. | Preferred Medium/ Long | KCC Highways and Transportation Developers | £Unknown Developer funded through S106/S278 | SAP -13 - Land to the North of Coombe Valley Road (DOV022C) |
| Education | | | | | | |
| Primary | Whitfield and Dover North Primary Schools Group | There is a total requirement of 6.6FE. Three 2/3FE schools are required to meet the needs of WUE identified in the masterplan.. Satellite of Whitfield Aspen Primary has been delivered (1FE). Expansion planned for a further 1FE. 2FE land secured through planning consent for Phase 1a, as part of a Learning and Community hub (see below) Further 2/3FE land required. | Essential / Medium - Long | KCC education Developers | Current S106 £3.5m agreed. Land to be provided as part of development. View KCC Developer Contribution Guide and relevant appendices to view estimated costs Developer Contributions Guide Let's talk Kent KCC Capital / Developer funded through S106 | Whitfield Urban Expansion – SAP1 On-site requirement for land and financial contributions to build |
| Primary | Dover Town, Dover West and Dover East Planning Groups | Dover Town - 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. | Essential / Medium | KCC education Developers | As above | All major residential development sites within planning group areas – |

| Infrastructure Category | Project details | | Delivery Details | | | |
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| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| | | Dover West - Existing schools should be able to accommodate the level of development. Dover East - The extension of Guston CE Primary School to 1FE will be required. | | | | Assessed at planning application stages |
| Secondary | Dover school expansion | Secondary expansion will be required to support new development at Whitfield. KCC will identify specific projects at time of planning applications/S106 negotiations. | Essential / Medium - Long | KCC education Developers | As above | SAP1 – Whitfield Urban Expansion |
| Higher Education | Kent College Campus | Policy support for extension of higher education facilities at this location. No Project detail at present. | Essential / Medium | KCC education / Developers | College or other TBC | SAP6 - Dover Mid Town |
| Health & Social | | | | | | |
| Health | Whitfield UE Health and Social Care Centre | Health and social care centre. Secured through Phase 1/1a development. Planning permission granted. S106 requires land to be transferred or leased to Health Care provider upon occupation of 375 residential units within the Whitfield Urban Expansion. | Essential / Short | CCG Developers | Section 106 – On-site NHS Capital funding / Healthcare Providers Direct delivery by developers Third Party developers | Whitfield Urban Expansion – SAP1 Current development to provide on-site as part of existing S106 |
| Health | GP Surgery / Health Facilities | A Dover Town solution is required – Project details to be confirmed - as advised by NHS Kent and Medway. | Essential / Long Term | CCG Developers | NHS Capital funding. Third Party developers Healthcare Providers S106 | All major residential development sites – Assessed at planning application stages |
| Water | | | | | | |
| Water | Water Supply – Whitfield UE | New trunk main, service reservoir and booster station to serve the Whitfield urban expansion. | Critical Short / Medium | Southern Water | £Unknown Developer funded /S106 | Whitfield Urban Expansion – SAP1 |
| Water | Wastewater – Whitfield UE | A new local system and upgrade to serve the Whitfield urban expansion. Needed at the time of 1800 occupations. | Critical Short - Medium | Southern Water | £Unknown Southern Water Developer connection charges | Whitfield Urban Expansion – SAP1 |
| Community Facilities | | | | | | |
| Community – Shop | Shopping facilities - at Whitfield UE | Small scale local shopping facilities to serve development | Essential / Medium | Developers DDC Town Council | Developer funded /S106 | Whitfield Urban Expansion – SAP1 |
| Community | New Community Provision at Whitfield UE | Land secured for a learning and community campus to include 2FE primary school, youth centre, community centre, library and adult social care hub. | Essential – Medium/long | KCC Developers Town Council | Land secured through Phase 1 and 1a Outline permissions. | Whitfield Urban Expansion – SAP1 |

| Infrastructure Category | Project details | | Delivery Details | | | |
|--|---|---|--------------------|------------------------------------|--|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| | Whitfield UE Learning and community Campus | S106 requires land (2.6ha) to be transferred to County Council. Need arising upon occupation of 2,530 residential units within the Whitfield Urban Expansion Area Additional requirements set out in policy SAP1 to comply with PM6. Details to be confirmed through masterplanning/SPD | | | Financial contributions towards delivery from Phase 2 onwards of WUE Estimated costs for new hall - £2-4 Million Developer funded / S106 | Current development to provide on-site as part of existing S106 |
| Community - Youth | Skate Park – Whitfield UE | Project secured on-site by S106 for Phase 1 | Essential / Medium | Developers DDC Town Council | Developer funded / S106 | Current development – to provide on-site as part of S106 |
| Community | Dover Mid Town Area Community use | No identified project but proposals for new community facilities are supported in this area. In addition to requirements for high quality public realm which promotes community and social activity. | Essential / Medium | Developers DDC Town Council | Developer funded / S106 | SAP6 - Dover Mid Town |
| Community | St Radigunds Community Centre | Community facility enhancements as required by policy. Project details to be confirmed by DDC and Town Council | Essential / Medium | Developers DDC Town Council | Developer funded / S106 | SAP9-Land at Barwick Road Industrial Estate, Coombe Valley |
| Green Infrastructure, Open Space, Play and Sports | | | | | | |
| Open Space – General | Whitfield UE Parks, Gardens or Amenity Greenspace | Currently required on-site for Phase 1 of WUE Additional requirements set out in policy SAP1 to comply with PM3 – minimum of 24.6ha of Accessible Greenspace (Parks & Gardens or Amenity Greenspace) Details to be confirmed through masterplanning/SPD | Essential / Medium | Developers DDC Town Council | Developer funded / S106 | Whitfield Urban Expansion – SAP1 Current development – to provide on-site as part of S106 |
| Open Space - Play Area | Whitfield UE Equipped Play | Phase 1 secured 0.27ha of on-site play space Additional requirements set out in policy SAP1 to comply with PM3. Minimum of 0.77ha of Children's Equipped Play Space to be provided as a mixture of LAP, NEAP and LEAP provision Details to be confirmed through masterplanning/SPD | Essential / Medium | Developers DDC Town Council | Developer funded / S106 | Whitfield Urban Expansion – SAP1 Current development – to provide on-site as part of S106: |
| Sports Hall | Dover and Whitfield Area Sports Hall | Future need as set out in Indoor Sport Facility Strategy 2022. WUE Phase 2 onwards result in need for circa 3 court size sports hall. Detail and location of project to be determined to take into account most up to date strategies and through the masterplanning process for the WUE. | Essential / Short | Developers DDC Sport England | Developer funded / S106 | Whitfield Urban Expansion – SAP1 Other relevant development sites as below: SAP3, SAP4, SAP6, SAP7, SAP8, SAP8, SAP10, SAP11, SAP12, SAP13 All other major residential development sites in Dover area to be assessed at planning application stages |

| Infrastructure Category | Project details | | Delivery Details | | | |
|---|---|---|--------------------|-----------------------------------|--|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Open Space – General | Fort Burgoyne Open Space | Policy requires enhancements and public access to the Open Space within and adjacent to the site | Preferred / Medium | Developers DDC Town Council | Developer funded / S106 | SAP5 - Fort Burgoyne, Dover |
| Open Space – Natural and Semi-natural Greenspace | Rear of Clarendon Place - Enhancement | Site quality to be enhanced where possible; for example, exploring options for ancillary facilities, signage, personal security etc as set out in Table 4.1.3 OS&PSP. | Preferred / Medium | Developers DDC Town Council | Developer funded / S106 | SAP4/SAP11: All other major residential development sites in the area – assessed at planning application stages |
| Open Space – Parks and Gardens | Enhancements at following Four parks: <ul style="list-style-type: none"> Connaught Park, Marine Parade Gardens, Pencester Gardens and Bushy Ruff. | Site quality enhancements as set out in Table 4.1.3 OS&PSP. Connaught Park and Pencester Gardens rate as being below the quality threshold. Both sites should look to be enhanced inline with other similar park sites. It is essential the sites are considered in terms of their role in supporting town centre regeneration initiatives and strategic allocations. Site elements to consider include improving access to Connaught Park and the balance between the sites retaining a high standard of quality whilst hosting community events. | Preferred / Medium | Developers DDC Town Council | Developer funded / S106 Capital Funding | Potential Sites: <ul style="list-style-type: none"> SAP3 - Dover Waterfront SAP6 - Dover Mid Town SAP7 - Bench Street Dover SAP10 - Buckland Paper Mill, Crabble Hill SAP11 - Westmount College, Folkestone Road, SAP12 - Charlton Shopping Centre, High Street SAP13 – Albany Place car park All major residential development sites – Assessed at planning application stages |
| Open Space – Play and youth | Enhance quality at identified play areas and MUGAs | Quality should be enhanced where possible (e.g. improve the range/condition of play equipment) as set out in Table 4.1.3 OS&PSP. <ul style="list-style-type: none"> Hougham Village MUGA, Burgoyne Heights South MUGA, Connaught Park play area, Peverell Road play area, Peverell Road basketball net, King George V playing Field play area, Bindon Blood Road basketball 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 Barwick Road Play Area Requires Maintenance only contributions as it is a new provision. 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 | Preferred / Medium | Developers DDC Town Council | £Unknown | Relevant site policies as below: SAP2/SAP5: Burgoyne Heights South MUGA/ Burgoyne Heights play area SAP13 (Peverell Road and Colton Crescent): Peverell Road play area/ Peverell Road basketball net SAP8/SAP9: Beaufoy Terrace youth shelter SAP43: Alkham Recreation Ground play area Plus all other major residential development sites – assessed at planning application stages |

| Infrastructure Category | Project details | | Delivery Details | | | |
|-------------------------------------|---|--|--------------------|--|------------------------------------|--|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Open Space – Strategic Parks | <p>Enhance the following with regards to Strategic Provision:</p> <ul style="list-style-type: none"> Connaught Park Play area Buckland Community Centre Play Area Whitfield Recreation Ground Play area Bindon Blood Road Basketball Area | <p>It should be noted that in terms of Strategic Play areas the following parks and improvements are also recommended:</p> <p>Connaught Park Play Area contains a large amount of equipment but is observed as appearing tired and in need of enhancement. Given the sites role as a strategic site it is important that it is to a sufficient quality in keeping with other strategic sites.</p> <p>There are some play sites with the potential to also be recognised as strategic forms of provision. These include:</p> <ul style="list-style-type: none"> Peverell Road Play Area, Dover Buckland Community Centre Play Area, Dover Whitfield Recreation Ground Play Area, Dover Bindon Blood Road Basketball Area, <p>The sites are highlighted due to their location and potential for further equipment/facilities to be provided and are identified due to their potential to serve the gap in strategic play sites to the north/Whitfield area.</p> <ul style="list-style-type: none"> 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. | Preferred / Medium | <p>Developers</p> <p>DDC</p> <p>Town Council</p> | £Unknown | <p>Relevant site policies as below:</p> <p>SAP13 (Peverell Road and Colton Crescent): Peverell Road play area</p> <p>SAP13 (Roosevelt Road): Buckland Community Centre play area</p> <p>All other relevant major residential development sites – Assessed at planning application stages</p> |
| Open Space – Play | Elms Vale Recreation Ground MUGA | The MUGA at Elms Vale Recreation Ground is noted as being tired in appearance. Ensuring its quality is recommended by the OS&PSP. | Preferred / Medium | <p>Developers</p> <p>DDC</p> <p>Town Council</p> | £Unknown | <p>SAP11</p> <p>All other relevant major residential development sites – Assessed at planning application stages</p> |
| Open Space – Play and Youth | <p>Enhance quality and value at:</p> <ul style="list-style-type: none"> Bunkers Hill Avenue MUGA, Alexander Field play area, Russell Gardens play area and Gibraltar Square play area | Enhance quality of site provided it is possible to also enhance value as set out in Table 4.1.3 OS&PSP. | Preferred / Medium | <p>Developers</p> <p>DDC</p> <p>Town Council</p> | £Unknown | <p>Potential Sites:</p> <p>SAP8/SAP13 (DOV022C): Bunkers Hill Avenue MUGA</p> <p>SAP39/SAP40: Alexander Field play area</p> <p>SAP5: Gibraltar Square play area</p> <p>All major residential development sites – Assessed at planning application stages</p> |

| Infrastructure Category | Project details | | Delivery Details | | | |
|---------------------------------|---|--|------------------------------|---|---|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Playing Pitches | WUE Playing pitches provision | <p>Provision of on-site playing pitches to meet needs of development as set out in Policy PM4</p> <p>Phase 1 land secured through Condition 35- details to be submitted.</p> <p>The remaining development at Whitfield Urban Expansion creates the following need for playing pitches (in numbers of pitches):</p> <p>Adult Football 2.57 Youth Football 2.55 Mini Soccer 2.50 Rugby Union 1.15 Cricket 1.11</p> <p>Composition and on-site versus off-site provision to be determined through masterplanning process.</p> | Preferred Medium-long | DDC Sport England Sports Governing Bodies Developers | S106 contributions. Sport England. Private Sports Clubs and schools Football Foundation Funding. | SAP1 – Whitfield Urban Expansion |
| Outdoor Sport – Football | Danes Recreation Ground – Improve | <p>Improved quality at overplayed site will increase capacity for Adult football (Page 14 PPS)</p> <p>Improve pitch quality and explore options to increase the number of pitches on the site to address overplay.</p> <p>Although this site is currently identified as a Local site, it does have the potential to be improved and further pitches and ancillary facilities to be provided which would make it a Key site.</p> <p>Explore the feasibility of improving the ancillary provision working with the football club and linked to options of securing tenure for the Club.</p> <p>Currently required by S106 for Whitfield UE to contribute to existing facilities.</p> | Preferred / Medium | Developers DDC Town Council | £Unknown | <p>Relevant site policies as below:</p> <ul style="list-style-type: none"> • SAP1 - Whitfield Urban Expansion • SAP3 - Dover Waterfront • SAP6 - Dover Mid Town • SAP7 - Bench Street Dover • SAP10 - Buckland Paper Mill, Crabble Hill • SAP11 - Westmount College, Folkestone Road, • SAP12 - Charlton Shopping Centre, High Street <p>All major residential development sites – Assessed at planning application stages</p> |
| Outdoor Sport – Football | Elms Vale, Dover – Changing Rooms & Pitches | <p>Recommended action in the PPS is to 'Explore the Feasibility of improving the ancillary provision on site (Changing rooms)'. Detail to be confirmed but this will include repairs to roof, showers, making facilities unisex.</p> | Preferred / Medium | Developers DDC Town Council | £Unknown | <p>Relevant site policies as below:</p> <ul style="list-style-type: none"> • SAP3 - Dover Waterfront • SAP6 - Dover Mid Town • SAP7 - Bench Street Dover • SAP11 - Westmount College, Folkestone Road, • SAP12 - Charlton Shopping Centre, High Street <p>All major residential development sites – Assessed at planning application stages</p> |

| Infrastructure Category | Project details | | Delivery Details | | | |
|---------------------------------|--|--|--------------------|--|--|--|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Outdoor Sport – Football | River Recreation Ground | Improvements needed to football pitches maintenance regime to enhance quality as set out in PPS Page 14. | Preferred / Medium | DDC | £Unknown | Relevant site policies as below: <ul style="list-style-type: none"> SAP10 - Buckland Paper Mill, Crabble Hill All other major development in Dover Area to consider contribution to maintenance |
| Outdoor Sport - Football | New Provision of full size 3G pitch – Football | The developer contributions secured from the Whitfield Urban Expansion are expected to provide funding for one of the 3G pitches in Dover. (Notes: S106 funding secured towards 4G Pitch at Dover Christchurch Academy from DOV/19/00447 Connaught Barracks – up to £105,970) | Essential / Short | Developers DDC Sport England/NGB | £Unknown S106 Sport England | Whitfield Urban Expansion – SAP1 All major development in Dover Area to consider needs for 3G provision – Priority project |
| Sports – General | Dover Sports Facility Land | Land to be retained within Phase 4 White Cliffs Business Park for potential sports provision. Project details to be confirmed. | Preferred / Long | Developers DDC Sport England/NGB | £Unknown | SAP2 – White Cliffs Business Park Phase 4 |
| Open Space | Open Space designations – Coombe Valley | Open space enhancement to areas to south of the site | Preferred | Developers DDC | £Unknown | SAP8 - Land including the Gas Holder, Coombe Valley Road All major development in Dover Area to consider |
| Open Space | St Radigunds Open Space and Play area | Open space - contributions required towards extensions and/or enhancements to the open space as part of the proposed development | Preferred / Medium | Developers DDC Town Council | Developer funded | SAP9-Land at Barwick Road Industrial Estate, Coombe Valley All major development in Dover Area to consider |
| Outdoor Sport - Rugby | Dover RFC changing and clubhouse facilities improvements | Improve ancillary provision at Dover RFC and Ash RFC; ensuring that changing and clubhouse provision is of sufficient quality and number to service all pitches simultaneously. (PPS Page 23) | Preferred / Medium | Developers DDC Sport England/NGB | £Unknown £6,809 towards and enhanced maintenance regime at Dover Rugby Football Club secured from S106 DOV/19/01364 | Potential Allocation Sites to fund: <ul style="list-style-type: none"> SAP3 - Dover Waterfront SAP6 - Dover Mid Town SAP7 - Bench Street Dover SAP10 - Buckland Paper Mill, Crabble Hill |

| Infrastructure Category | Project details | | Delivery Details | | | |
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| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| | | | | | | <ul style="list-style-type: none"> SAP11 - Westmount College, Folkestone Road, SAP12 - Charlton Shopping Centre, High Street <p>All major development in Dover Area to consider contributions towards project</p> |
| Open Space - Outdoor Sport | Dover Bowling Club | Improve quality of the one poor green (Dover Bowling Club) as required to encourage activity (PPS page 29) | Preferred / Medium | Developers DDC Town Council | £Unknown Developer funded through S106 | <p>Relevant site policies as below:</p> <ul style="list-style-type: none"> SAP6 - Dover Mid Town <p>All other major development in Dover area to consider</p> |
| Open Space - Allotments | New – Whitfield Urban Expansion | Phase 1 WUE – 0.97ha (secured through S106) Phase 2 onwards requirement for a minimum of 2.7ha to be provided on site. | Preferred / Medium | Developers DDC Town Council | £Unknown Developer funded through S106 | SAP1 - Whitfield UE |
| Cemetery Provision | New Dover Area requirement | Potential additional cemetery capacity required in the Dover/Whitfield area during the plan period. | Essential / Long | DDC | £Unknown | <p>SAP1 - Whitfield UE</p> <p>All major development in Dover Area to consider</p> |
| River Dour | Improvements to River Dour Corridor | Improvements to the setting, role, biodiversity, accessibility and amenity value of the River Dour corridor in accordance with Policy NE6. | Essential Short/Med/ Long | Developers DDC EA | Developer funded through S106 | <p>SAP6 - Dover Mid Town</p> <p>SAP7 - Bench Street Dover</p> <p>SAP10 - Buckland Paper Mill, Crabble Hill</p> <p>SAP12 - Charlton Shopping Centre, High Street</p> <p>All major development in Riverside Area to consider</p> |

Includes Walmer, Sholden and Great Mongeham

Infrastructure Delivery Plan Appendices - June 2023

| Infrastructure Category | Project details | | Delivery Details | | | |
|--|---|---|--------------------|-----------------------|--|--|
| | Project Name / location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Walking and Cycling | Footway to Station Road/Sydney Road junction | Provide a footway connection to link with the existing footway network at Station Road/Sydney Road junction as part of DEA008, in collaboration with emerging scheme opposite or independently. A new footpath is required along Station Road, linking development sites in North to the Station | Essential / Medium | Developer KCC | £Unknown Developer funded through S106/S278 | SAP14 - Land off Cross Road, Deal TC4S008 Bridleway Riding School, Station Road, Deal |
| Walking and Cycling | Land to the east of Northbourne Road, Great Mongeham | Consideration to be given to providing connections to the PROW network | Preferred / Medium | Developer KCC | £Unknown Developer funded through S106/S278 | SAP16 - Land to the east of Northbourne Road, Great Mongeham (GTM003) |
| Education | | | | | | |
| Primary | Deal Planning Group - Deal Parochial Primary | The planned extension of Deal Parochial CE Primary School should be sufficient to address the needs. | Essential / long | KCC Education | View KCC Developer Contribution Guide and relevant appendices to view estimated costs Developer Contributions Guide Let's talk Kent | All residential sites in Deal area to be considered |
| Water | | | | | | |
| Water Supply | Water Main replacements | Southern Water are replacing Water Mains in Deal - Replacing old water mains in Deal (southernwater.co.uk) | 2022/2023 | Southern Water | SW funded | -- |
| Community | | | | | | |
| Community | Youth / Family hub | New youth/family centre/Linwood Hub, Deal – current S106 requirement. Additional funding required. | Preferred / Medium | Developers DDC | £ Unknown £116,577 secured through existing S106. Developer funded through S106 | All other major residential sites in Deal area to be considered |
| Community | Village Hall – Walmer | Walmer Town Council have identified a need for a new community centre. Project details to be explored. | Preferred / Long | Developers DDC | £ Unknown. Developer funded through S106 | All major residential sites in Walmer area to be considered |
| Green Infrastructure, Open Space and Sports | | | | | | |
| Open Space - Amenity Greenspace | 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. | Seven sites rate below quality threshold. Enhancing site quality should be explored where possible as set out in Table 4.1.2 of OS&PSP | Preferred / Long | Developers DDC | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none"> • SAP14 • SAP15 • SAP16 All other major residential sites in Deal area to be considered |

| Infrastructure Category | Project details | | Delivery Details | | | |
|-------------------------------|--|--|--------------------|---|---|--|
| | Project Name / location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Open Space - Play | Drill Field / MUGA Improvements | Quality should be enhanced where possible (e.g. improve the range/condition of play equipment) as set out in Table 4.1.2 of OS&PSP Town Council request consideration of a Trim Trail. There may also be a need for pitch improvements to Drill field – to be explored with facility operator/ Town Council – see below. | Preferred / Medium | Developers DDC Town Council | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none"> • SAP14 • SAP15 • SAP16 All other major residential sites in Deal area to be considered |
| Open Space - Play Area | Betteshanger Country Park play area Improvements | Quality should be enhanced where possible (e.g. improve the range/condition of play equipment) as set out in Table 4.1.2 of OS&PSP | Preferred / Medium | Developers DDC | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none"> • SAP14 • SAP15 • SAP16 All other major residential sites in Deal area to be considered |
| Open Space - Play Area | Travers Road Play Area Improvements | Quality should be enhanced where possible (e.g. improve the range/condition of play equipment) as set out in Table 4.1.2 of OS&PSP | Preferred / Short | Developers DDC | Some funding (£27k) has been received from developer contributions. Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none"> • SAP14 • SAP15 • SAP16 All other major residential sites in Deal area to be considered |
| Open Space - Play Area | Queens Rise play area South Enhancement | Enhance quality of site provided it is possible to also enhance value as set out in Table 4.1.2 of OS&PSP | Preferred / Medium | Developers DDC | £Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none"> • SAP53 |
| Open Space/Play Area | Victoria Park, North Deal Recreation Ground, Church Lane (William Pitt), Marke Wood Play Areas | Not included within KKP report but have been identified as requiring enhancements by DDC open spaces team. North Deal Play Area has already had some enhancements in 2020/2021 period. | Preferred / Medium | Developers DDC | £Unknown Some funding already received for North Deal and William Pitt from existing S106. <u>William Pitt</u> Spent £89,000 (10/01065) Received £6,466.00 (15/01167) <u>Victoria Park</u> | Relevant development sites as below: <ul style="list-style-type: none"> • SAP14 • SAP15 • SAP16 All other major residential sites in Deal area to be considered |

| Infrastructure Category | Project details | | Delivery Details | | | |
|---------------------------------|---|---|--------------------|--|---|--|
| | Project Name / location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| | | | | | <p>Spent £30,614.60 (10/01065)</p> <p>Received £89,128.94 (15/00327, 17/01530 & 18/01169)</p> <p><u>North Deal Playing Field</u></p> <p>Spent £103,072.24</p> <p>Received £125,659.15 (15/01290 plus payment made directly to North Deal Community Company Ltd)</p> | |
| Outdoor Sport – Football | Deal Football / 3G | <p>PPS identified that provision of 3G pitches were at capacity in 2019. DDC have identified a need to consider pitch / 3G improvements.</p> <p>[Note Contribution towards costs of improvements to sports pitches in the Deal area and serving the proposed residents of the Development secured from DOV/21/00402 – outline 110 dwellings; and a new 4G pitch and clubhouse has recently been secured at Freeman’s Way, Deal through planning application DOV/19/00895.</p> | Preferred / Medium | <p>Developers</p> <p>DDC</p> <p>KCC</p> | £Unknown | <p>Relevant development sites as below:</p> <ul style="list-style-type: none"> • SAP14 • SAP15 • SAP16 <p>All other major residential sites in Deal area to be considered</p> |
| Outdoor Sport – Rugby | Drill Field - Deal & Betteshanger RFC – Provide floodlit training area and improve changing rooms for Rugby | <p>Providing a dedicated, floodlit training area for the Club to utilise midweek would be the most suitable action either on site; or at an alternative venue (PPS Page 22)</p> <p>As a priority improve ancillary provision at Deal & Betteshanger RFC to increase the number of changing rooms on site to support the Club’s burgeoning female participation. (PPS page 23)</p> | Preferred / Short | <p>Developers</p> <p>DDC</p> <p>Town Council</p> | <p>£Unknown</p> <p>S106 funding has been secured towards the costs of pitch improvements/quality of pitches at the Deal & Betteshanger Rugby Club in 2021 from S106:</p> <ul style="list-style-type: none"> • £45,880 DOV/20/01125 • £17,975 DOV/19/00216 <p>Additional £3,254 has been secured for future maintenance DOV/19/00947 and £448 per dwelling from DOV/20/00419 (210 dwellings outline)</p> | <p>Relevant development sites as below:</p> <ul style="list-style-type: none"> • SAP14 • SAP15 • SAP16 <p>All other major residential sites in Deal area to be considered</p> |

| Infrastructure Category | Project details | | Delivery Details | | | |
|-------------------------------------|--|---|--------------------|---|--|---|
| | Project Name / location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Outdoor Sport | Victoria Park, Deal Changing Rooms – Bowls Tennis Court improvements | It has been noted that Victoria Park BC changing and toilet facilities are poor. Project details tbc. Tennis Courts at Victoria Park, Deal - perimeter fencing. | Preferred / Medium | Developers DDC KCC | £Unknown £6,009 received Towards increasing the capacity of the hard courts at Victoria Park, Deal DOV/15/00327 | Relevant development sites as below: <ul style="list-style-type: none"> • SAP14 • SAP15 • SAP16 All other major residential sites in Deal area to be considered |
| Outdoor Sport and open space | Refurbishment of facilities including Pitches at Marke Wood, Walmer | Venue is a mixed sport and open space area with a range of facilities. Identified by DDC as requiring ongoing enhancement and maintenance. | Preferred / Short | Developers DDC | £Unknown £14,552 Towards refurbishment of a playing pitch at Marke Wood Recreation Park has been received DOV/16/01476. | Relevant development sites as below: <ul style="list-style-type: none"> • SAP14 • SAP15 • SAP16 All other major residential sites in Deal area to be considered |
| Allotments | New provision and/or enhancement to Stoney Path | Town Council have set out a requirement for new and/or enhancements to existing allotment provision | Preferred / Medium | DDC Developers Town Council | Developer funded through S106 | All residential sites in Deal/Walmer area to be considered |
| Indoor Sports and Leisure | Tides Leisure Centre – Replacement Facility | Improvements to Tides Leisure Centre to include: <ul style="list-style-type: none"> i. Retention of 4 lane 25m pool with fixed profile ii. Addition of learner pool with moveable floor iii. Retain leisure water of 400m2 iv. Addition of 1 x multi-activity studio Updated Indoor sport strategy 2023 sets out requirements and tides options appraisals are emerging and out for consultation during 2022. Details to be confirmed. More Information on the Project can be found here. | Preferred / Medium | DDC Freedom Leisure Sport England | £24.8m. (£19.8m DDC borrowing and £5m capital receipts) Potential S106 funding from developments in the district as swimming provision is strategic need – see next column | S106 developer contributions will 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. Relevant development sites as below: <ul style="list-style-type: none"> • SAP14 • SAP15 • SAP16 • SAP17 • SAP18 • SAP19 • SAP20 • SAP21 • SAP22 • SAP23 • SAP32 • SAP34 • SAP38 • SAP39 |

| Infrastructure Category | Project details | | Delivery Details | | | |
|-------------------------|-------------------------|-------------|-------------------|-------------------|------------------------------------|---|
| | Project Name / location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| | | | | | | <ul style="list-style-type: none"> SAP40 SAP49 SAP53 SAP55 <p>All other major residential sites in Deal, Sandwich and surrounding catchment area to be considered for contribution requirements with regards to Sports Halls.</p> |

TABLE 4 - SANDWICH

| Infrastructure Category | Project details | | Delivery Details | | | |
|---------------------------|--|---|--------------------|--|------------------------------------|--|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Transport | | | | | | |
| Strategic Highways | Improvements / Mitigation - A257 / A256 Sandwich Bypass / Ash Rd | Details Tbc through Transport Modelling – See table 1 | Critical / unknown | National Highways KCC Highways | Developer funded through S106 | Potential Sites (Details to be confirmed) <ul style="list-style-type: none"> SAP17 - Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road SAP18 - Sandwich Highway Depot/Chippie's Way, Ash Road SAP19 - Land at Poplar Meadow, Adjacent to Delfbridge House SAP20 - Woods' Yard, rear of 17 Woodnesborough Road SAP21 - Land adjacent to Sandwich Technology School Deal Road SAP22 - Land at Archers Low Farm, St Georges Road SAP23 – Sydney Nursery, Dover Road. <p>All residential sites in Sandwich area to be considered</p> |
| Local Highways | Dover Road improvements | Improvements required to Dover Road in form of road widening, right turn lane and pedestrian crossing | Essential / Medium | Developer KCC Highways and Transportation | Developer funded through S106 | SAP19 - Land at Poplar Meadow, Adjacent to Delfbridge House |
| Local Highways | Woodnesborough Road Parking | Street parking lost through the provision of waiting restrictions for visibility and passing points must be replaced within the site boundary for site SAN008 | Essential / Medium | Developer KCC Highways and Transportation | Developer funded through S106 | SAP20 - Woods' Yard, rear of 17 Woodnesborough Road |

| Infrastructure Category | Project details | | Delivery Details | | | |
|----------------------------|---|---|---------------------|--|---|--|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Walking and Cycling | Stonar Road / connections to the wider movement network | Consideration to be given to connections to the wider movement network for pedestrians and cyclists | Preferred / medium | Developer KCC Highways and Transportation | Developer funded through S106 | SAP17 - Land south of Stonar Road and to north and east of Stonar Gardens, Stonar Road |
| Walking and Cycling | Pedestrian and Cycle Access to Station | Pedestrian and cycle accessibility upgrades from the northern boundary of the site to Sandwich Train Station should be provided where feasible | Essential / Medium | Developer KCC Highways and Transportation | Developer funded through S106 | SAP19 - Land at Poplar Meadow, Adjacent to Delfbridge House |
| Education | | | | | | |
| Primary | Sandwich and Eastry Primary Schools Planning Group | Extension of primary provision will be required. | Essential / Unknown | KCC education | View KCC Developer Contribution Guide and relevant appendices to view estimated costs: Developer Contributions Guide Let's talk Kent. KCC Capital Developer funded through S106 | Potential sites: <ul style="list-style-type: none"> SAP17 - Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road SAP18 - Sandwich Highway Depot/Chippie's Way, Ash Road SAP19 - Land at Poplar Meadow, Adjacent to Delfbridge House SAP20 - Woods' Yard, rear of 17 Woodnesborough Road SAP21 - Land adjacent to Sandwich Technology School Deal Road SAP22 - Land at Archers Low Farm, St Georges Road, SAP23 – Sydney Nursery, Dover Road All residential sites in Sandwich area to be considered In addition, any other major residential development in the Planning Group area. |
| Secondary | Sandwich Technology School Expansion | KCC education has identified a need for school expansion at Sandwich Technology School but the site is already undersized for the current form entry (FE) it provides. advise around 1-2ha of land would be required to provide an additional 1FE. | Essential / Medium | KCC Sandwich Technology School | £Unknown Cost Developer / S106 View KCC Developer Contribution Guide and relevant appendices to view estimated costs: Developer Contributions Guide Let's talk Kent. Capital | Policy SAP21 Land adjacent to Sandwich Technology School Deal Road – sets out the requirements of the site to safeguard between 1 and 2ha of land for potential school expansion, in lieu of financial contributions to secondary school places. Sites across district may be required to contribute to secondary provision due to larger catchment areas than primary planning groups. |

| Infrastructure Category | Project details | | Delivery Details | | | |
|--|--|---|--|-------------------|------------------------------------|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Water | | | | | | |
| Water | Water Supply | A small-scale license variation at the West Sandwich and Sandwich sources to a flatter license, enabling more extraction at off-peak times – as set out in WRMP | Scheduled for implementation during 2020/21 to 2024/25 | Southern Water | £Unknown Capital | Unknown |
| Green Infrastructure, Open Space and Sports | | | | | | |
| Open Space – Amenity Greenspace | Boatman’s Hill (Alexander Close) and Laburnam Avenue Enhancements | Enhancing site quality should be explored where possible (e.g. explore options for improved maintenance, drainage and enhancement of general appearance). | Preferred | Developers DDC | Developer funded through S106 | SAP18 - Sandwich Highway Depot/Chippie’s Way, Ash Road All residential sites in Sandwich area to be considered |
| Open Space – Play | Enhancements to Play areas within settlement | <p>Quality should be enhanced where possible (e.g., improve the range/condition of play equipment) for:</p> <ul style="list-style-type: none"> • Poulder’s Gardens, • Stonar Close play area <p>It has been identified outside of KKP report that Bulwarks Play area also requires enhancement.</p> | Preferred | Developers DDC | Developer funded through S106 | <p>Relevant development sites as below if off-site contributions are sought:</p> <ul style="list-style-type: none"> • SAP17 - Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road • SAP18 - Sandwich Highway Depot/Chippie’s Way, Ash Road • SAP19 - Land at Poplar Meadow, Adjacent to Delfbridge House • SAP20 - Woods’ Yard, rear of 17 Woodnesborough Road • SAP21 - Land adjacent to Sandwich Technology School Deal Road • SAP22 - Land at Archers Low Farm, St Georges Road, • SAP23 – Sydney Nursery, Dover Road <p>All other major residential sites in Sandwich area to be considered for contributions</p> |
| Open Space – Parks | Sandwich Parks Project – Connection of several open spaces providing recreation, heritage and links to towns history | The settlement currently lacks a strategic form of open space such as a park. It does however have a number of connecting open spaces. The aspiration is to strengthen the connection of these existing sites to function in a similar role to a strategic form of provision. The intention is for this to better connect sites and users to different areas of the settlement. | Preferred | Developers DDC | Developer funded through S106 | <p>Relevant development sites as below if off-site contributions are sought:</p> <ul style="list-style-type: none"> • SAP17 - Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road • SAP18 - Sandwich Highway Depot/Chippie’s Way, Ash Road |

| Infrastructure Category | Project details | | Delivery Details | | | |
|-----------------------------------|-----------------------------------|--|--------------------------|---|--|--|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| | | | | | | <ul style="list-style-type: none"> SAP19 - Land at Poplar Meadow, Adjacent to Delfbridge House SAP20 - Woods' Yard, rear of 17 Woodnesborough Road SAP21 - Land adjacent to Sandwich Technology School Deal Road SAP22 - Land at Archers Low Farm, St Georges Road, SAP23 – Sydney Nursery, Dover Road All other major residential sites in Sandwich area to be considered for contributions |
| Open Space - Outdoor Sport | Baypoint Leisure | Potential to improve Quality of mini 7x7 at overplayed site to increase capacity for football. | Preferred / long | Developers DDC | Developer funded through S106 | Relevant development sites as below if off-site contributions are sought: <ul style="list-style-type: none"> SAP17 - Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road SAP18 - Sandwich Highway Depot/Chippie's Way, Ash Road SAP19 - Land at Poplar Meadow, Adjacent to Delfbridge House SAP20 - Woods' Yard, rear of 17 Woodnesborough Road SAP21 - Land adjacent to Sandwich Technology School Deal Road SAP22 - Land at Archers Low Farm, St Georges Road, SAP23 – Sydney Nursery, Dover Road All other major residential sites in Sandwich area to be considered for contributions |
| | Sandwich Leisure Centre | Future Refurbishment sink fund required | | | | |
| Indoor Sport | New Health and Fitness Facilities | Identified need in this area as set out in the Indoor Sports and Facilities Strategy 2022 | Preferred / Medium/ long | DDC Sports England Community or private | £Unknown Developer funded through S106 and/or private | Relevant development sites as below if off-site contributions are sought: <ul style="list-style-type: none"> SAP17 - Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road SAP18 - Sandwich Highway Depot/Chippie's Way, Ash Road |

| Infrastructure Category | Project details | | Delivery Details | | | |
|--------------------------------|-------------------------|---|-------------------|-------------------|------------------------------------|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| | | | | | | <ul style="list-style-type: none"> SAP19 - Land at Poplar Meadow, Adjacent to Delfbridge House SAP20 - Woods' Yard, rear of 17 Woodnesborough Road SAP21 - Land adjacent to Sandwich Technology School Deal Road SAP22 - Land at Archers Low Farm, St Georges Road, SAP23 – Sydney Nursery, Dover Road <p>All other major residential sites in Sandwich area to be considered for contributions</p> |
| Open Space - Allotments | Goretap Lane Allotments | Quality should be enhanced where possible; explore ways to improve overall appearance and security Table 4.1.5 OS&PSP | Preferred | Developers DDC | Developer funded through S106 | <p>Relevant development sites as below if off-site contributions are sought:</p> <ul style="list-style-type: none"> SAP17 - Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road SAP18 - Sandwich Highway Depot/Chippie's Way, Ash Road SAP19 - Land at Poplar Meadow, Adjacent to Delfbridge House SAP20 - Woods' Yard, rear of 17 Woodnesborough Road SAP21 - Land adjacent to Sandwich Technology School Deal Road SAP22 - Land at Archers Low Farm, St Georges Road, SAP23 – Sydney Nursery, Dover Road All other major residential sites in Sandwich area to be considered for contributions |

TABLE 5 - AYLESHAM

| Infrastructure Category | Project details | | Delivery Details | | | |
|---------------------------|-------------------------------------|--|----------------------|--|---|--|
| | Project Name/ Location | Project Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Transport | | | | | | |
| Strategic Highways | A2 corridor | Mitigation to address impacts of development on the strategic road network, in particular the access to the A2 from the B2046. To be assessed through planning applications. | Unknown | KCC NH Developers | £Unknown Developer funded through S106 | Potential Sites: <ul style="list-style-type: none"> SAP24 - Land to the South of Aylesham SAP25 - Aylesham Development Area SAP26 – Former Snowdown Colliery All major residential sites within the area will be assessed |
| Local Highways | Local Highway mitigation – Aylesham | Local highway mitigation measures as determined by required Transport Assessment, including: <ul style="list-style-type: none"> i) improvements to the Spinney Lane/ Adisham Road/Pond Lane Junction ii) improvements to the Holt Street/Aylesham Road Junction iii) investigate, and deliver if feasible, improvements to the A257/B2046 Wingham High Street Junction | Essential / Medium | Developer KCC Highways and Transportation | £Unknown Developer funded through S106 | <ul style="list-style-type: none"> SAP24 - Land to the South of Aylesham SAP26 – Former Snowdown Colliery All major residential sites within the area will be assessed |
| Bus | Public Transport Accessibility | Improvements will be required to Public Transport - To be confirmed by Travel Plan. | Essential / Medium | Developer KCC Highways and Transportation | £Unknown Developer funded through S106 | <ul style="list-style-type: none"> SAP24 - Land to the South of Aylesham SAP26 – Former Snowdown Colliery All major residential sites within the area will be assessed |
| Rail | Aylesham Station | Improvements to the station and its connectivity to the surrounding area: <ul style="list-style-type: none"> - 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. -First & last mile improvements e.g. car parking, cycle parking, pedestrian access improvements. -More waiting shelters or a canopy | Preferred / Med/Long | KCC Network Rail Developers | £Unknown Developer funded through S106 | <ul style="list-style-type: none"> SAP24 - Land to the South of Aylesham SAP25 - Aylesham Development Area SAP27 - Land at Dorman Avenue All major residential sites within the area will be assessed |

| Infrastructure Category | Project details | | Delivery Details | | | |
|----------------------------|--|--|----------------------|--|---|---|
| | Project Name/ Location | Project Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Rail | Aylesham rail services | Additional services to serve housing growth – 2tph | Short | Network Rail/Southeastern/DfT | TBC | N/A |
| Walking and cycling | Pedestrian and Cycle / PROW | <p>Pedestrian and cycle links which connect to and extend and enhance existing routes and/or provide new routes to Aylesham railway station</p> <p>Improvements required to PROW networks to increase connectivity</p> | Essential / Medium | <p>Developers</p> <p>KCC</p> | <p>£Unknown</p> <p>Developer funded through S106</p> | SAP25 - Aylesham Development Area |
| Rail | Snowdown Station and Pedestrian connectivity | <p>Improvements to the station and its connectivity to the surrounding area:</p> <ul style="list-style-type: none"> This station could benefit from DDA compliant access; First and last mile improvements e.g. car parking, cycle parking, pedestrian access improvements. <p>Former Snowdown Colliery site - pedestrian links to Snowdown Railway Station should be improved and a parking need assessment provided as part of this site coming forward.</p> | Preferred / Med/Long | <p>KCC</p> <p>Network Rail</p> <p>Developers</p> | <p>£Unknown</p> <p>Developer funded through S106</p> | <ul style="list-style-type: none"> SAP24 - Land to the South of Aylesham SAP26 – Former Snowdown Colliery <p>All major sites within the area will be assessed</p> |
| Walking and cycling | Pedestrian and Cycle / PROW | <p>Improvement of pedestrian links, cycle paths to Snowdown Station and services and facilities in Aylesham. To be confirmed by Travel Plan.</p> <p>Improvements required to PROW networks.</p> | Essential / Medium | <p>Developer</p> <p>KCC</p> | <p>£Unknown</p> <p>Developer funded through S106</p> | <ul style="list-style-type: none"> SAP24 - Land to the South of Aylesham |
| Walking and cycling | Pedestrian and Cycle / PROW | Improvements required to PROW networks to increase connectivity | Essential / Medium | <p>Developer</p> <p>KCC</p> | <p>£Unknown</p> <p>Developer funded through S106</p> | SAP 26– Former Snowdon Colliery, Aylesham |
| Bus | Demand Response service | <p>Current S106 for Aylesham Garden community requires contributions to additional bus services and trial of demand-response service</p> <p>See the district wide table 1 for details about potential extension of this service to other areas of the district.</p> | Essential / Short | <p>Developer</p> <p>KCC</p> | <p>£Unknown</p> <p>Developer funded through S106</p> <p>Current S106 requires provision of £469k. (£246k received in 21/22)</p> | <p>SAP24 - Land to the South of Aylesham</p> <p>See district areas detailed within Table 1 for potential extension of service.</p> |

| Infrastructure Category | Project details | | Delivery Details | | | |
|--|---|--|--------------------------|-------------------------------------|---|---|
| | Project Name/ Location | Project Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Education | | | | | | |
| Primary | Primary Schools | <p>Requirement in Aylesham is equivalent to just over 1FE of additional primary school provision.</p> <p>This could be any of the following or a mixture of the three:</p> <ul style="list-style-type: none"> • Aylesham Primary School • St Joseph's RC Primary School • Nonington CE Primary School | Essential / Medium | KCC Developers | <p>View KCC Developer Contribution Guide and relevant appendices to view estimated costs Developer Contributions Guide Let's talk Kent</p> <p>KCC Capital</p> | <p>SAP24 - Land to the South of Aylesham</p> <p>SAP27 - Land at Dorman Avenue</p> <p>Current S106 requires land for playing field and refurbishment of both schools. £596.5k received in 21/22.</p> <p>All major residential sites within the area will be assessed</p> |
| Adult Social Care Provision | Health Centre | DDC are liaising with KCC regarding alternative requirements for Adult Education and Health Centre. New project details tbc | Essential / Short/Med | KCC Developers | <p>£Unknown</p> <p>Developer funded through S106</p> | <p>Current S106 requires contributions of rent to Aylesham Health Centre as part of the Adult Social Care contribution</p> <p>All major residential sites within the settlement/ area will be assessed once project details are confirmed. Including SAP24 - Land to the South of Aylesham.</p> |
| Green Infrastructure, Open Space and Sports | | | | | | |
| Green Infrastructure/ Open Spaces | Land to South of Aylesham (SAP24) Open Space | <p>Requirements of Policy PM3 - 3.33ha Accessible Greenspace; 0.1ha Children's Equipped Play Space;. Majority to be provided on-site. Potential for some off-site contributions to projects identified below, to be determined through masterplanning.</p> <p>Ecological connections, landscape buffer and Ancient Woodland buffer zone.</p> | Preferred / Medium/ long | Parish Council DDC Developers | <p>£Unknown</p> <p>Developer funded through S106</p> | SAP24 - Land to the South of Aylesham |
| Green Infrastructure / Open Spaces | <p>Amenity Greenspace</p> <p>Spinney Lane and St Peter's Church – Enhance</p> | Enhancing site quality should be explored where possible as set out in OS&PSP Table 4.1.1 | Preferred / Medium/ long | Parish Council DDC Developers | <p>£Unknown</p> <p>Developer funded through S106</p> | <p>SAP24 - Land to the South of Aylesham</p> <p>SAP27 - Land at Dorman Avenue</p> <p>All major residential sites within the area will be assessed</p> |
| Open Space - Play | The Crescent play area – Enhance | Enhance quality of site provided it is possible to also enhance value as set out in OS&PSP Table 4.1.1 | Preferred / Medium/ long | Parish Council DDC Developers | <p>£Unknown</p> <p>Developer funded through S106</p> | <p>SAP24 - Land to the South of Aylesham</p> <p>All other major residential sites within the area will be assessed for contribution requirements</p> |

| Infrastructure Category | Project details | | Delivery Details | | | |
|---|--|--|---|-------------------------------------|---|--|
| | Project Name/ Location | Project Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Open Space - Play | Market Square Play Area – Enhance to Strategic Provision | In addition to the existing strategic sites, there are some play sites with the potential to also be recognised as strategic forms of provision, including Market Square Play area. | Preferred / Medium | Parish Council DDC Developers | £Unknown Developer funded through S106 | SAP24 - Land to the South of Aylesham All other major residential sites within the area will be assessed for contribution requirements |
| Open Space – Parks and Gardens | Various Parks and Gardens – Aylesham | Ensuring Quality of sites and enhancing quality is recommended. | Preferred / Medium/ long | Parish Council DDC Developers | £Unknown Developer funded through S106 | SAP24 - Land to the South of Aylesham All other major residential sites within the area will be assessed for contribution requirements |
| Indoor Sport | New Sports Hall | Current S106 requires contribution to new sports hall at Aylesham Welfare club. SAP24 – Land to South of Aylesham results in additional need for sports hall provision Identified need in this area is set out in the Indoor Sports and Facilities Strategy 2022 (Health and Fitness) | Preferred / Short | Parish Council DDC Developers | £Unknown Developer funded through S106 Other grant funding | SAP24 - Land to the South of Aylesham Existing S106 requirement. All other major residential sites within the area will be assessed for contribution requirements |
| Outdoor Sport – Football & Rugby | New Pitches – Aylesham Welfare Leisure Centre | Current S106 requires contribution to Aylesham Primary School Pitches or other identified in PPS – details tbc. Refurbishment/resurfacing sink fund required for football and rugby SAP24 – Land to South of Aylesham results in additional need for sport pitches. Potential to provide on or off site, to be determined through master planning process. | Essential / Short Preferred / Long | Parish Council DDC Developers | £ £Unknown Developer funded through S106 Some funding secured. £100k received in 21/22 towards football pitch | SAP24 - Land to the South of Aylesham Existing S106 requirement –All major residential sites within the area will be assessed All other major residential sites within the area will be assessed for contribution requirements |
| Open Space - Allotments | New Allotment provision | There are no allotments in the area. On this basis, a new provision is identified as a priority in the area. (page 34 of OS&PSP) Allotments are required as part of existing S106 for Garden community. New site SAP24 will be required to provide minimum of 0.36ha of allotments | Preferred / Medium/ long | Parish Council DDC Developers | £Unknown Developer funded through S106 | SAP24 - Land to the South of Aylesham requires a Existing S106 requirement. All other major residential sites within the area will be assessed for contribution requirements |
| Community Facilities | | | | | | |
| Community | Community Development Officer funding | Current S106 for Aylesham development requires contributions to fund a community development officer. Further contributions will be required as necessary from new sites. | Preferred / Medium/ long | Parish Council DDC Developers | £Unknown DDC S106 | Existing S106 requirement. SAP24 - Land to the South of Aylesham All other major residential sites within the area will be assessed for contribution requirements |

| Infrastructure Category | Project details | | Delivery Details | | | |
|----------------------------|-------------------------------|---|--------------------------|---|--|---|
| | Project Name/ Location | Project Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Community | Community Centre / Youth Club | New community provision identified as a need. Further contributions will be required as necessary from new sites. | Preferred / Medium/ long | Parish Council DDC / KCC Developers | Tbc. Estimated cost of a new village hall is £2-4 million | SAP24 - Land to the South of Aylesham On-site and off-site contributions required as part of Aylesham development as part of current S106. All other major residential sites within the area will be assessed for contribution requirements |
| Community | Shop | Provision of a new convenience shop in an accessible location to meet the day-to-day convenience shopping needs of new residents | Preferred / Medium/ long | Parish Council DDC Developers | £Unknown | SAP24 - Land to the South of Aylesham All other major residential sites within the area will be assessed for contribution requirements |
| Health & Social | | | | | | |
| Health | GP Provision | 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 | Essential / Long | ICB Developers | Section 106 NHS Capital funding / Healthcare Providers Direct delivery by developers Third Party developers | All other major residential sites within the area will be assessed for contribution requirements |

TABLE 6 – LOCAL CENTRES

EASTRY, WINGHAM, ASH, SHEPERDSWELL, ST MARGARETS, KINGSDOWN, EYTHORNE AND ELVINGTON

| Infrastructure Category | Project Details | | Delivery Details | | | |
|---|---|--|----------------------|---|--|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Transport | | | | | | |
| Local Highways | Wingham: Cumulative and specific traffic mitigation | Off-site highway Improvements may be required. The Transport Assessment for the site must evidence that there is no severe impact on the highway network and identify appropriate mitigation. | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP41 - Footpath Field, Staple Road, Wingham |
| Local Highways | Wingham: Local Highway mitigation – Wingham high Street | Local highway mitigation measures as determined by required Transport Assessment, including to investigate, and deliver if feasible, improvements to the A257/B2046 Wingham High Street Junction. This is linked to Aylesham development – see Table 5. | Essential / Medium | Developer KCC | £Unknown Developer funded through S106 | <ul style="list-style-type: none"> SAP24 - Land to the South of Aylesham SAP26 – Former Snowdown Colliery All major residential sites within the area will be assessed |
| Local Highways and Walking and Cycling | Wingham: Staple Road Improvements and Footpaths | Widening of Staple Road will be required along the site frontage. Traffic Calming required. Footway to be provided along frontage connecting to the existing network at Miller Close. Enhance existing PROW that crosses the site to increase connectivity. | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP41 - Footpath Field, Staple Road, Wingham |
| Local Highways | Ash: Additional village parking and traffic calming | Future potential projects identified within Ash NP - A community project will be taken forward on the completion of NP by the parish council to look at the options to provide additional car parking in the village centre and to deliver the traffic calming measures identified in the traffic survey | Preferred / Med/Long | KCC Parish Council Developers | £ Unknown Developer funded through S106 | Ash Neighbourhood Plan Area |
| Local Highways | Kingsdown: Ringwould/A258 junction | Site allocation must consider and identify mitigation for the Ringwould/A258 junction | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP34-Land at Woodhill Farm, Ringwould Road, Kingsdown All major residential sites within the area will be assessed |
| Local Highways | Sheperdswell: Local Road Network | Assess mitigation requirements for wider area including cumulative site impacts. TA needed to inform detail. | Unknown | DDC Network Rail Developers | £ Unknown Developer funded through S106 | SAP36 - Land to the north and east of St Andrews Gardens and adjacent to Mill House, Shepherdswell SAP37 - Shepherdswell Small Sites All major residential sites within the area will be assessed |

| Infrastructure Category | Project Details | | Delivery Details | | | |
|----------------------------|--|---|-------------------------|----------------------------|--|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Local Highways | Eythorne and Elvington: Adelaide Road and Terrace Road | Improvements and traffic calming measures to both Adelaide Road and Terrace Road required as part of site access delivery. | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP28 – Land between Eythorne and Elvington |
| Local Highways | Eythorne and Elvington: Church Hill | Consideration of the need for traffic management improvements to Church Hill, including a review of parking restrictions | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP28 – Land between Eythorne and Elvington |
| Local Highways | Eythorne and Elvington: Local Road Network | A review of the impact on the surrounding rural road network, and mitigation where necessary | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP28 – Land between Eythorne and Elvington SAP29 - Land on the south eastern side of Roman Way, Elvington |
| Local Highways | St Margaret's at Cliffe: Townsend Farm Road | Site must Provide localised widening to Townsend Farm Road and reconfiguration of existing highway junction with Ash Grove | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP39 - Land to the west of Townsend Farm Road St. Margaret's at Cliffe |
| Rail | Shepherdswell Station | The following improvements would be beneficial: <ul style="list-style-type: none"> DDA compliant access; First and last mile improvements (car parking, cycling parking, pedestrian access improvements). | Preferred / Med to long | Network Rail Developers | £ Unknown Developer funded through S106 | All major residential sites within the area will be assessed |
| Walking and Cycling | Eythorne and Elvington: Local Footway Network | Improved pedestrian links and cycle paths to connect the site with the services and facilities in Eythorne and Elvington and Improvements to PROW in area | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP28 – Land between Eythorne and Elvington SAP29 - Land on the south eastern side of Roman Way, Elvington |
| Bus | Eythorne and Elvington: Local Bus Network | Public Transport Provision – Potential to contribute to and expand the rural demand responsive service as detailed in Table 1. | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP28 – Land between Eythorne and Elvington SAP29 - Land on the south eastern side of Roman Way, Elvington All major residential sites within the area will be assessed |
| Walking and Cycling | Elvington: Sweetbriar Lane crossing | Pedestrian crossing point required across Sweetbriar Lane to existing footpath | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP29 - Land on the south eastern side of Roman Way, Elvington |

| Infrastructure Category | Project Details | | Delivery Details | | | |
|----------------------------|--|---|--------------------|----------------------|--|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Walking and Cycling | Eastry: Pedestrian links | Pedestrian link required to Eastry village as part of site allocation | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP32 - Land at Buttsole Pond, Lower Street, Eastry |
| Walking and Cycling | Kingsdown: PROW network | Improvements and / or connections to the PROW and bridleway network | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP34 - Land at Woodhill Farm, Ringwould Road, Kingsdown |
| Walking and Cycling | Shepherdswell: Pedestrian Crossings / PROW network | Provide off-site pedestrian improvements (pram crossings) at road junctions within the St. Andrews Garden Estate and Provide pedestrian crossing improvements on Mill Lane Improvements to the PROW network to increase connectivity in the area and connection to the North Downs Way | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP36 - Land to the north and east of St Andrews Gardens and adjacent to Mill House, Shepherdswell |
| Walking and Cycling | Land off Mill Lane, Shepherdswell: PROW network | Improvements to PROW ER81 | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP37 – Land off Mill Lane, Shepherdswell (SHE008) |
| Walking and Cycling | St Margaret's at Cliffe: Pedestrian links and crossings and PROW connection | A footway connection must be provided from SAP38 with the existing footway on the southern side of Reach Road and Off-site pedestrian improvements (pram crossings) required at Roman Way, Reach Close, Royston Gardens and across Reach Road The site should provide connections to the PROW to the west. | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP38 - Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way, St Margaret's at Cliffe |
| Walking and Cycling | St Margaret's at Cliffe: Pedestrian links and crossings Townsend Farm Road, PROW network | Provide pedestrian crossing improvements (Pram crossings) at Townsend Farm Road near the Junction with the High Street Connections and improvements to the PROW along the western boundary | Essential / Medium | Developer KCC | £ Unknown Developer funded through S106 | SAP39 – Land west of Townsend Farm Road, St Margarets at Cliffe |
| Education | | | | | | |
| Primary | Sandwich and Eastry Group | See Sandwich Table 4 for Sandwich and Eastry Planning Group data | -- | -- | -- | -- |
| Primary | Ash and Wingham Group | Should additional provision be required in Ash and Wingham Planning Group - extension of primary provision would be required. | Essential / Medium | Developer KCC | View KCC Developer Contribution Guide and relevant appendices to view estimated costs Developer Contributions Guide Let's talk Kent Or KCC Capital | All major residential sites within the area will be assessed |

| Infrastructure Category | Project Details | | Delivery Details | | | |
|-----------------------------|---|--|--------------------------|-------------------------------------|---|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Primary | Eythorne and Sheperdswell Group | The need in Eythorne and Shepherdswell group is equivalent to around 0.5FE of additional primary school provision. Extension of primary provision would be required. | Essential / Medium | Developer KCC | As above | All major residential sites within the area will be assessed |
| Water | | | | | | |
| Water Supply | New connection | Provision of a new connection at Wingham enabling a small bulk import from South East Water from 2025 to 2030 (AMP8). | Essential/ Short/Med | Southern Water | Connection fees | |
| Health and Social | | | | | | |
| Health | Ash: Expansion of healthcare facilities | The Parish Council will seek agreement with Dover District Council and the Canterbury & Coastal Clinical Commissioning Group to secure Section 106 contributions towards the extension of the health care facilities should that be necessary to meet the needs of an increasing population arising from new developments in the Plan area. (As set out in Neighbourhood Plan) | Preferred / Long | Parish Council DDC CCG | £ Unknown Developer funded through S106 Other funding sources unknown | Development Sites in Ash Neighbourhood Area NP Policy ANP9 |
| Community Facilities | | | | | | |
| Community | Ash Scout Hut | Retention/Enhancement or replacement of Scout Hut | Preferred / Medium/ long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | Development Sites in Ash Neighbourhood Area Ash NP policy ANP7b) |
| Community | Ash community facilities | Improve existing community facilities and provide new facilities | Preferred / Medium/ long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | Development Sites in Ash Neighbourhood Area Ash NP policy ANP8 |
| Community | Ash - Replace Resource Centre building | Identified need to replace the temporary structure operating as the 'resource centre' Specific details to be confirmed. | Preferred / Medium/ long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | All major residential sites within the area will be assessed |
| Community | Elvington and Eythorne: Shop and community Facilities | New small convenience shop to meet the day-to-day convenience shopping needs of new residents. New Community facilities – details to be confirmed. | Preferred / Medium/ long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | SAP28 - Land between Eythorne and Elvington |

| Infrastructure Category | Project Details | | Delivery Details | | | |
|--|--|---|--------------------------|--|--|--|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Community | Elvington: Community Facility | Due to the location of SAP29 in close proximity to an existing Community Facility, this site should seek to provide enhancements to those facilities through off-site contributions. | Preferred / Medium/ long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | SAP29 - Land on the south eastern side of Roman Way, Elvington |
| Community | Kingsdown: Community Facility | Due to the location of SAP34 in close proximity to an existing Community Facility, this site should seek to provide enhancements to those facilities through off-site contributions. | Preferred / Medium/ long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | SAP34- Land at Woodhill Farm ,Ringwould Road |
| Green Infrastructure, Open Space and Sports | | | | | | |
| Outdoor Sport | Ash Recreation Ground – Enhance Rugby Pitch and changing and clubhouse and new floodlighting for Tennis Ancillary provision for football | Increasing the quality of the overplayed pitches to the maximum possible quality rating (M2/D3) would eliminate overplay at Ash Recreation Ground – Rugby Improve ancillary provision at Ash RFC; ensuring that changing and clubhouse provision is of sufficient quality and number to service all pitches simultaneously. (PPS Page 23) Explore options for floodlighting at Ash Recreation Ground to address overplay at the site – Tennis (PPS page 28) Provide Ancillary facilities for Football Pitches | Preferred / Medium/ long | Parish Council DDC Developers NGB/Sport England | £ Unknown Developer funded through S106 | All major development sites in Ash Neighbourhood Area will be assessed for contribution requirements |
| Open Space General | Elvington and Eythorne: Open Space | New open space, children's equipped play and allotments need generated by the Eythorne and Elvington allocation (SAP28) Requires a minimum of 1.51ha of Accessible Greenspace, 0.05ha of Children's Equipped play space and 0.17ha of allotments. Majority to be provided on-site. Potential for some off-site contributions to projects identified below, to be determined through masterplanning. | Preferred / Medium/ long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | SAP28 – Land between Eythorne and Elvington |
| Greenspace/Open Space | Elvington and Eythorne: Community Orchards and Allotments | New Allotments and Community Orchard. Policy PM3 requires minimum of 0.17ha allotments on site at SAP28 | Preferred / Short | Parish Council DDC Developers | £ Unknown Developer funded through S106 | SAP28 – Land between Eythorne and Elvington |
| Sports Playing fields | Elvington and Eythorne: Playing Pitches | Eythorne and Elvington allocation (SAP28) generates need for additional playing pitches. Potential to be provided on or off site, to be determined through masterplanning process | | Parish Council DDC Developers NGB/Sport England | £ Unknown Developer funded through S106 | |

| Infrastructure Category | Project Details | | Delivery Details | | | |
|---------------------------------|---|---|--------------------------|-------------------------------------|---|--|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Open Space - Play | Eastry: Gun Park Recreation Ground | 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 as set out in Table 4.1.4 OS&PSS | Preferred / Short | Parish Council DDC Developers | £ Unknown Developer funded through S106 £4,612 secured through DOV/16/00521 (Note – In July 2022, The PC put out detailed tender for improvements to play area – approx. cost of £60k) | Relevant development sites as below: <ul style="list-style-type: none">• SAP32• SAP33 All other major development sites in the area will be assessed for contribution requirements. |
| Open Space - Play | Elvington: Open Space/Play Area at Sweetbriar Recreation Ground | Due to the location of SAP29 in close proximity to an existing open space/play area, this site should seek to provide enhancements to those facilities through off-site contributions. | Preferred / Medium/ long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | SAP29 - Land on the south eastern side of Roman Way, Elvington |
| Open Space - Play | Kingsdown: Recreation Ground Open Space/Play Area | Due to the location of SAP34 in close proximity to an existing open space/play area, this site should seek to provide enhancements to those facilities through off-site contributions. | Preferred / Medium/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | SAP34- Land at Woodhill Farm Ringwould Road |
| Open Space - Play | Sheperdswell: Open Space/Play Area at recreation ground | Due to the location of SAP34 in close proximity to an existing open space/play area, this site should seek to provide enhancements to those facilities through off-site contributions. | Preferred / Medium/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | SAP36 - Land to the north and east of St Andrews Gardens and adjacent to Mill House, Shepherdswell |
| Open Space - Play | Wingham: Open Space/Play Area at Recreation Ground | Due to the location of SAP41 in close proximity to an existing open space/play area, this site should seek to provide enhancements to those facilities through off-site contributions. | Preferred / Medium/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none">• SAP41• SAP42 All other major development sites in the area will be assessed for contribution requirements. |
| Outdoor Sport - Football | Eastry: Gun Park – Improve | Improved quality at overplayed site will increase capacity for Adult football (Page 14 PPS) | Preferred / Medium/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none">• SAP32• SAP33 All other major development sites in the area will be assessed for contribution requirements. |

| Infrastructure Category | Project Details | | Delivery Details | | | |
|--------------------------------|---|--|----------------------|-------------------------------------|--|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Outdoor Sport – Cricket | Eastry Cricket Club and Wingham Recreation Ground | Improving the quality of natural grass squares by one increment (poor to standard or standard to good) where possible, increases potential spare capacity in the District by 207 match equivalent sessions per season; | Preferred/ Medium | Parish Council DDC Developers | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none"> • SAP32 (Eastry) • SAP33 (Eastry) • SAP41 (Wingham) • SAP42 (Wingham) All other major development sites in the area will be assessed for contribution requirements. |
| Open Space / Sport | Elvington: Sweetbriar Lane MUGA | 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 as set out in Table 4.1.4 OS&PSS | Preferred / Med/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none"> • SAP29 All other major developments in the area will be assessed for contribution requirements |
| Open Space / Allotments | St. Margarets Allotments – New | OS&PSS sets out that requirement for new provision in this area should be explored | Preferred / Med/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none"> • SAP38 • SAP39 • SAP40 All other major developments in the area will be assessed for contribution requirements |

TABLE 7 – LARGER & SMALLER VILLAGES AND HAMLETS

Includes: CAPEL-LE-FERNE, LYDDEN, PRESTON, WORTH, ALKHAM, EAST LANGDON, RINGWOULD, CHILLENDEEN, NONINGTON, WOODNESBOROUGH, STAPLE AND COLDRED and other smaller rural settlements not listed

| Infrastructure Category | Project details | | Delivery Details | | | |
|----------------------------|---|--|--------------------|--|--|--|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| TRANSPORT | | | | | | |
| Local Highways | Capel-le-Ferne: Capel Street / Dover Road | Improvements to the Capel Street/Dover Road junction – required mitigation from new development at SAP44. Details to be confirmed by Transport Assessment. | Essential / Medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP44 - Land to the east of Great Cauldham Farm, Capel-le-Ferne |
| Walking and Cycling | Capel-le-Ferne: PROW network | Improvements and / or connections to the PROW and bridleway network | Preferred / medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP44 - Land to the east of Great Cauldham Farm, Capel-le-Ferne |
| Walking and Cycling | Capel-le-Ferne: Pedestrian Link PROW network | Pedestrian connection required along Cauldham Lane to link to Capel Street (CAP009 and CAP013) Improvements and/or connections to the PROW and bridleway network (CAP013) | Essential / Medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP45 - Capel-le-Ferne Small Sites |
| Local Highways | East Langdon: East Langdon Road and The Street And Wider Network | East Langdon Road to be widened at access point. Review of 20mph speed limit extent and appropriate gateway feature on The Street. Investigate, and where possible deliver, the need for improvements to the local rural road network. | Essential / Medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP46 - Land adjacent Langdon Court Bungalow, The Street, East Langdon |
| Walking and Cycling | East Langdon: East Langdon Road and The Street | Provide pedestrian and cycle connections to Landon Playing Field and (along The Street) to the parish/village hall and Langdon Primary School, in addition to connections and enhancements to the PROW ER44/45/47. | Essential / Medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP46 - Land adjacent Langdon Court Bungalow, The Street, East Langdon |
| Local Highways | Lydden: Church Lane / Canterbury Road Improvements | Site access is to be designed to physically prevent access/egress to/from Church Lane to the north. Alterations are required at the two Canterbury Road junctions to manage vehicle movements | Essential / Medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP47 - Land adjacent to Lydden Court Farm, Church Lane, Lydden |
| Walking and Cycling | Lydden: PROW ER116 & Canterbury Road | An uncontrolled pedestrian crossing where PROW ER116 joins Canterbury Road, is required to provide access to eastbound bus stop. Connections and enhancements to ER115 and ER116, where possible. | Essential / Medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP47 - Land adjacent to Lydden Court Farm, Church Lane, Lydden |

| Infrastructure Category | Project details | | Delivery Details | | | |
|---|---|---|-------------------------|--|--|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Local Highways | Preston: Stourmouth Road | A review of the speed limit extent, including appropriate gateway feature on Stourmouth Road is Required. Development of site must consider impact and identify mitigation for Preston Hill/A257. To be detailed through Transport Assessment. | Essential / Medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP48 - Apple Tree Farm and north west of Apple Tree Farm, Stourmouth Road, Preston |
| Walking and Cycling | Preston: Stourmouth Road and Red Pippin Lane | Footway connections are required with Red Pippin Lane and along Stourmouth Road, where feasible. Connections and enhancements to PROW EE480, where possible. | Essential / Medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP48 - Apple Tree Farm and north west of Apple Tree Farm, Stourmouth Road, Preston |
| Walking and Cycling | Worth: Land to the east of Jubilee Road | Improvement and/or connections to the PROW and Bridleway network, where possible. | Preferred / medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP49 - Land to the east of Jubilee Road, Worth (WOR006) |
| Walking and Cycling | Worth: Land the east of Former Bisley Nursery, The Street | Improvement and/or connections to the PROW and Bridleway network, where possible. | Preferred / medium | Developer KCC Highways and Transportation | £ Unknown Developer funded through S106 | SAP49 - Land the east of Former Bisley Nursery, The Street (WOR009) |
| Green Infrastructure, Open Space and Sport | | | | | | |
| Allotments | Studdal allotments and orchard and Mill Lane allotments | Explore ways to improve overall quality where possible (e.g. working with associations to put plot inspections in place or hold maintenance days etc) as set out in Table 4.1.4 OS&PSS | Preferred / Medium/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | All major residential sites within the area will be assessed for contribution requirements |
| Open Space | Capel-le-Ferne: Open Spaces and play area | Due to the location of SAP44, SAP45 and SAP46 in close proximity to an existing open space/play area, these sites should seek to provide enhancements to those facilities through off-site contributions. | Preferred / Medium/long | Parish Council DDC Developers | £ Unknown £21,260 secured to upgrade existing play facilities at the recreation ground on Lancaster Avenue, Capel le Ferne Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none"> • SAP44 • SAP45 • SAP46 All other major residential sites within the settlement will be assessed for contribution requirements |
| Open Space | East Langdon: Langdon Playing Field and Play Area | Due to the location of SAP46 in close proximity to an existing open space/play area – Langdon Playing Field, this site should seek to provide enhancements to those facilities through off-site contributions. | Preferred / Medium/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | SAP46 - Land adjacent Langdon Court Bungalow, The Street, East Langdon All other major residential sites within the settlement will be assessed for contribution requirements |

| Infrastructure Category | Project details | | Delivery Details | | | |
|----------------------------|--|--|-------------------------|-------------------------------------|--|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Open Space – Play | Lydden: New Play Area | The potential to provide equipped play facilities on-site, or off-site contributions towards existing open space in the settlement to enable provision of equipped play facilities in lieu of other open space requirements sought by the policy, should be explored. This has been highlighted as a specific local need and should be determined in liaison with the Parish Council and District Council. | Preferred / Medium/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none">SAP47 All other major residential sites within the settlement will be assessed for contribution requirements |
| Open Space - Play | Nonington: Easole Street play area and Easole Street basketball area - Enhance | Quality should be enhanced where possible (e.g. improve the range/condition of play equipment) as set out in OS&PSP Table 4.1.1 Note: Current S106 requires contributions to management and maintenance of existing facilities | Preferred / Medium/long | Parish Council DDC Developers | £Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none">SAP52 All other major residential sites within the settlement will be assessed for contribution requirements |
| Open Space and Play | Preston: Open Space | The potential to provide off-site contributions towards existing open space in the settlement to enable upgrades to equipped play or open space facilities should be explored, in liaison with the Parish Council and District Council. 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 as set out in Table 4.1.4 OS&PSS | Preferred / Medium/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none">SAP48 All other major residential sites within the settlement will be assessed for contribution requirements |
| Open Space | East Studdal: Downs Road Recreation Ground, play area 1, 2 and basketball area | 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 as set out in Table 4.1.4 OS&PSS | Preferred / Med/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | All major residential sites within the settlement will be assessed for contribution requirements |
| Open Space | Staple: Recreation Ground Play area | 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 as set out in Table 4.1.4 OS&PSS | Preferred / Med/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | All major residential sites within the settlement will be assessed for contribution requirements |
| Open Space | Tilmanstone: Play Area | 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 as set out in Table 4.1.4 OS&PSS | Preferred / Med/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | All major residential sites within the settlement will be assessed for contribution requirements |

| Infrastructure Category | Project details | | Delivery Details | | | |
|-----------------------------|--|---|--------------------------|--|---|---|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Open Space | Wootton and Denton Cricket recreation ground | Identified improvements needed to the open space and play area. | Preferred / Short / med | Parish Council DDC Developers | £21,338 has been secured towards the costs of upgrading the facilities at Wootton & Denton cricket recreation ground (Play/open space) DOV/16/00032 | All major residential sites within the settlement will be assessed for contribution requirements |
| Open Space | Worth: Play Area | 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 as set out in Table 4.1.4 OS&PSS | Preferred / Med/long | Parish Council DDC Developers | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none">SAP49 All other major residential sites within the settlement will be assessed for contribution requirements |
| Outdoor Sport | Preston: Cricket Ground | A feasibility study is required to assess needs and enhancements including a risk assessment for ball strike. | Preferred / long | Parish Council DDC Developers Sport England/NGB | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none">SAP48 All other major residential sites within the settlement will be assessed for contribution requirements |
| Outdoor Sport | Woodnesborough Football Club | Future Refurbishment sink fund required - identified in PPS 2019 | Preferred / long | Parish Council DDC Developers Sport England/NGB | £ Unknown Developer funded through S106 | Relevant development sites as below: <ul style="list-style-type: none">SAP55 All other major residential sites within the settlement will be assessed for contribution requirements |
| Community Facilities | | | | | | |
| Community | Alkham Village Hall | Comment made during consultation that enhancements are required. To be explored further | Preferred / Medium/ long | Parish Council DDC Developers | £ Unknown Developer funded through S106/ Grant funding | Development sites in and around Alkham |
| Community | Kingsdown: Village Hall | Improve existing community facilities as required by SAP34 | Preferred / Medium/ long | Parish Council DDC / Developers | £ Unknown Developer funded through S106 /Other grant funding | Policy SAP34 |

| Infrastructure Category | Project details | | Delivery Details | | | |
|-------------------------|----------------------------|---|--------------------------|-------------------------------------|---|--|
| | Project Name / Location | Description | Priority / Timing | Delivery Partners | Estimated Cost and funding sources | Linked Development Sites |
| Community | Sheperdswell: Village Hall | Comment made during consultation that enhancements are required. To be explored further | Preferred / Medium/ long | Parish Council DDC Developers | £ Unknown Developer funded through S106 Other grant funding | Development sites in and around Sheperdswell and Coldred |

END OF APPENDIX 1

Appendix 2 – KCC Highways Asset Management Plan – Forward Works Programme 2022-2024 Dover District¹

| DOVER | | | | | | | | |
|----------|---------------------|----------|---------------|----------|----------------|---------------------------------|---|----------------------------------|
| USRN | Road Name | Road No. | Town/ Village | District | Asset | Description of Works | Extents | Identification |
| 11300018 | Albert Road | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300032 | Alkham Road | C586 | Temple Ewell | Dover | Structures | Culvert refurbishment / renewal | Russell Garden (KCC structure no. 267A) | Condition survey |
| 11300043 | Arthur Road | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300044 | Ash Bypass | | Ash | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300106 | Bench Street | | Dover | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11301936 | Bonnington Road | C243 | Goodnestone | Dover | Road | Surface preservation | From Ackholt Road to Catsole Hill | Condition survey |
| 11300119 | Bowling Green Lane | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300153 | Bunkers Hill Avenue | | Dover | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300175 | Canterbury Road | A257 | Wingham | Dover | Footway | Reconstruction | Footway on northern side at Wingham River | Identified by inspection |
| 11300184 | Castle Avenue | | Dover | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300186 | Castle Hill Road | | Dover | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300197 | Celtic Road | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300242 | Church Hill | C251 | Shepherdswell | Dover | Road | Surface preservation | From Eythorne Road to Mill Lane | Condition survey |
| 11301914 | Clints Lane | | Denton | Dover | Road | Surface recycling | Entire extents | Local needs |

¹ Extracted from [Managing highway infrastructure - Kent County Council](#)

| DOVER | | | | | | | | |
|----------|--------------------|----------|-------------------------|----------|----------------|----------------------|---|----------------------------------|
| USRN | Road Name | Road No. | Town/ Village | District | Asset | Description of Works | Extents | Identification |
| 11300306 | Coombe Valley Road | | Dover | Dover | Footway | Surface preservation | Entire extents | Identified by inspection |
| 11300326 | Cowdray Square | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300333 | Crabble Avenue | | Dover | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300336 | Crabble Lane | | Dover | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300353 | Davis Avenue | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300360 | Deal Road | A258 | St Margaret's at Cliffe | Dover | Road | Road reconstruction | Between Dover Road (speed camera) and kennels at Ringwould | Local needs |
| 11303221 | Denton Lane | | Wootton | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300395 | Dover Road | C465 | Sandwich | Dover | Footway | Reconstruction | Between the junction with St. Barts Road and the level crossing | Identified by inspection |
| 11300395 | Dover Road | | Sandwich | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300399 | Dover Road | | Walmer | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300408 | Downs Road | C265 | Sutton | Dover | Road | Surface preservation | From Stoneheap Road to Northbourne Road | Condition survey |
| 11300412 | Drainless Road | C218 | Woodnesborough | Dover | Road | Surface preservation | From Beacon Lane to Foxborough Hill | Condition survey |

| DOVER | | | | | | | | |
|----------|-----------------|----------|-------------------------|----------|----------------|---------------------------------|--|----------------------------------|
| USRN | Road Name | Road No. | Town/ Village | District | Asset | Description of Works | Extents | Identification |
| 11301970 | Eastry Bypass | A256 | Eastry | Dover | Road | Surface retexturing | Circulatory of Eastry roundabout | Road grip survey |
| 11301918 | Eastry Bypass | A256 | Tilmanstone | Dover | Road | Surface retexturing | Circulatory of Tilmanstone roundabout to junction of Barville Road | Road grip survey |
| 11301876 | Elmstone | C234 | Preston | Dover | Road | Surface preservation | From Longmete Road to Sheerwater Road | Condition survey |
| 11300481 | Folkestone Road | B2011 | Dover | Dover | Road | Surface renewal | Approach to roundabout at junction with York Street | Road grip survey |
| 11300536 | Grantham Avenue | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300537 | Granville Road | C583 | St Margaret's at Cliffe | Dover | Road | Surface preservation | From Victoria Avenue to Bay Hill | Condition survey |
| 11300538 | Granville Road | | Walmer | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300557 | Grove Road | C203 | Preston | Dover | Structures | Culvert refurbishment / renewal | Golders (KCC structure no. 471) | Condition survey |
| 11300564 | Gilton | | Ash | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300566 | Hacklinge Hill | | Worth | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300608 | Hewitt Road | | Dover | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300614 | High Street | | Temple Ewell | Dover | Drainage | Asset condition survey | Culvert near No. 16 | Customer enquiries |

| DOVER | | | | | | | | |
|----------|--------------------|----------|---------------|----------|----------------|------------------------|--|----------------------------------|
| USRN | Road Name | Road No. | Town/ Village | District | Asset | Description of Works | Extents | Identification |
| 11300623 | Hirst Close | | Dover | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300630 | Holt Street | C195 | Nonington | Dover | Drainage | Renewal | To the rear of Yew Tree Cottages | Identified by engineer |
| 11301559 | Honeywood Parkway | | Whitfield | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300668 | Kelvedon Road | | Walmer | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11302023 | Lanfranc Road | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300711 | Lewisham Road | | Dover | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300711 | Lewisham Road | C656 | River | Dover | Road | Surface preservation | From Minnis Lane to Crabble Lane | Condition survey |
| 11301782 | London Road | A256 | River | Dover | Road | Surface preservation | From Pilgrims Way to London Road roundabout | Condition survey |
| 11300729 | London Road | | Sholden | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11301782 | London Road | C587 | River | Dover | Road | Surface renewal | From A256 Whitfield Hill to Alkham Valley Road | Condition survey |
| 11300737 | Lord Warden Avenue | | Deal | Dover | Drainage | Remediation of defects | Entire extents | Condition survey |
| 11300758 | Lyndhurst Road | | River | Dover | Footway | Surface preservation | Entire extents | Identified by inspection |
| 11300803 | Middle Deal Road | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300814 | Mill Lane | C231 | Northbourne | Dover | Road | Surface preservation | From Northbourne Road to Deal Road | Condition survey |

| DOVER | | | | | | | | |
|----------|----------------|----------|----------------|----------|----------------|----------------------|--|----------------------------------|
| USRN | Road Name | Road No. | Town/ Village | District | Asset | Description of Works | Extents | Identification |
| 11300821 | Mill Road | | Wingham | Dover | Drainage | Improvement scheme | Junction with Watercress Lane | Customer enquiries |
| 11300839 | Molland Lane | | Ash | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300843 | Mongeham Road | C231 | Great Mongeham | Dover | Road | Surface preservation | From St Richards Road to Northbourne Road | Condition survey |
| 11300864 | New Dover Road | B2011 | Capel Le Ferne | Dover | Road | Surface preservation | From Battle of Britain Memorial to Helena Road | Condition survey |
| 11300864 | New Dover Road | | Capel Le Ferne | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300869 | New Street | | Ash | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300897 | Northwall Road | | Deal | Dover | Road | Surface renewal | Entire extents | Local needs |
| 11300937 | Park Avenue | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300964 | Pilgrims Way | | Dover | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11300998 | Priory Road | A256 | Dover | Dover | Road | Surface renewal | Approach to pedestrian crossing at Norman Street | Road grip survey |
| 11301005 | Queen Avenue | | Dover | Dover | Footway | Reconstruction | Exact extents to be defined at design stage | Identified by inspection |
| 11301011 | Quern Road | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11301012 | Ramsgate Road | C465 | Sandwich | Dover | Structures | Bridge refurbishment | Sandwich Toll Bridge (KCC structure no. 1693) | Condition survey |

| DOVER | | | | | | | | |
|----------|-----------------------------|----------|-------------------------|----------|----------------|---------------------------------|---|----------------------------------|
| USRN | Road Name | Road No. | Town/ Village | District | Asset | Description of Works | Extents | Identification |
| 11301019 | Reading Close | | Walmer | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11301021 | Rectory Road | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11301056 | Salisbury Road | | Walmer | Dover | Structures | Maintenance painting | Upper Walmer Footbridge (KCC structure no. 2672) | Condition survey |
| 11301061 | Sandwich Bypass | A256 | Sandwich | Dover | Structures | Culvert refurbishment / renewal | A256 North Poulders Stream Culvert (KCC structure no. 1822) | Condition survey |
| 11301064 | Sandwich Road | | Ash | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11301067 | Sandwich Road | C236 | Eythorne | Dover | Road | Surface preservation | From Chapel Hill to Diamond Close | Condition survey |
| 11300432 | Sandwich Road | A256 | Sandwich | Dover | Road | Surface preservation | From Northbourne Road to Sandwich Road | Identified by inspection |
| 11308772 | Sandwich Road | A258 | Sholden | Dover | Road | Surface preservation | From Bettshanger Park to Sholden | Local needs |
| 11301070 | Sandwich Road | C604 | Whitfield | Dover | Drainage | Renewal | Drainage pond north of Holly Lodge | Identified by engineer |
| 11301065 | Sandwich Road (Holt Street) | C195 | Aylesham | Dover | Road | Surface preservation | From Vicarage Lane to Aylesham Road | Local needs |
| 11301183 | Staple Road | C218 | Wingham | Dover | Road | Surface preservation | From Pettocks Lane to Adisham Road | Condition survey |
| 11301188 | Station Road | | St Margaret's at Cliffe | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11301221 | Telegraph Road | | Deal | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |

| DOVER | | | | | | | | |
|----------|---------------------|----------|--------------------------|----------|----------------|----------------------|---|----------------------------------|
| USRN | Road Name | Road No. | Town/ Village | District | Asset | Description of Works | Extents | Identification |
| 11301232 | The Beach | C581 | Walmer | Dover | Road | Surface preservation | From The Strand to Clarence Road | Condition survey |
| 11301261 | The Strand | A258 | Walmer | Dover | Road | Surface preservation | From The Beach to Gladstone Road | Condition survey |
| 11301264 | The Street | C227 | Eythorne | Dover | Road | Surface preservation | From Coldred Road to Monkton Court Lane | Condition survey |
| 11301270 | The Street | C584 | Preston | Dover | Road | Surface renewal | From Court Lane to Grove Road | Local needs |
| 11301307 | Upper Road | | St. Margaret's at Cliffe | Dover | Drainage | Renewal | Near St. Margaret's Bay Holiday Park | Identified by engineer |
| 11303584 | Waldershare Road | | Waldershare | Dover | Soft Landscape | Tree planting | To be assessed | Green infrastructure enhancement |
| 11301382 | Wigmore Lane | C222 | Eythorne | Dover | Road | Surface renewal | From Pike Road to Shooters Hill | Local needs |
| 11301413 | Woodnesborough Road | C195 | Sandwich | Dover | Road | Surface renewal | From St Barts Road to A256 | Condition survey |
| 11301413 | Woodnesborough Road | C195 | Sandwich | Dover | Road | Surface renewal | From The Butts to Sandwich Holiday Park | Condition survey |

END OF APPENDIX 2

Appendix 3 – Proportionate Contributions Tariff for Whitfield and Duke of York Roundabout Mitigation Explanatory Note

How have the proportionate contributions been calculated?

The tariff zones are based on data from the Local Plan transport modelling, including trip data relating to the site allocations, and the impacts those trips have on Whitfield Roundabout and Duke of York (DoY) Roundabout. The calculations were initially based on am and pm trips and impacts on each roundabout from the site allocations and windfall development.

The data for geographical areas which had similar rates was then merged to create a 'Zone', as some areas had more trips using each or both of the roundabouts than other areas of the district. In some areas of the district, the trip rates were very low so it was determined that it was more appropriate for sites coming forward in those areas to contribute to other mitigation schemes needed (such as the A256 schemes in SP12) or other local improvements. Once this was established, the Local Plan site allocation indicative housing capacities were applied to the zones. This gave a per dwelling trip rate for each roundabout from each zone and an average trip by dwelling rate on both roundabouts combined.

The percentage of total trips on each of the roundabouts were then factored against the total costs of the mitigation proposals, and then proportioned out to the amount of expected dwellings in that zone from site allocations and their indicative capacities. As an example, the zone for Dover Urban Area had the lowest combined total trip rates which set the tariff lower than those in the Deal area which had the highest trip rates per dwelling due to the amount of trips through DoY roundabout and the Whitfield roundabout combined (at 0.86). The traffic modelling demonstrates that traffic from Zone 3 primarily use the A258 to access the area, with few alternate strategic routes. Therefore, the impact of additional traffic on the DoY roundabout (and Whitfield roundabout/A2), is significantly higher than from traffic elsewhere in the district where more alternative routes are available to local traffic.

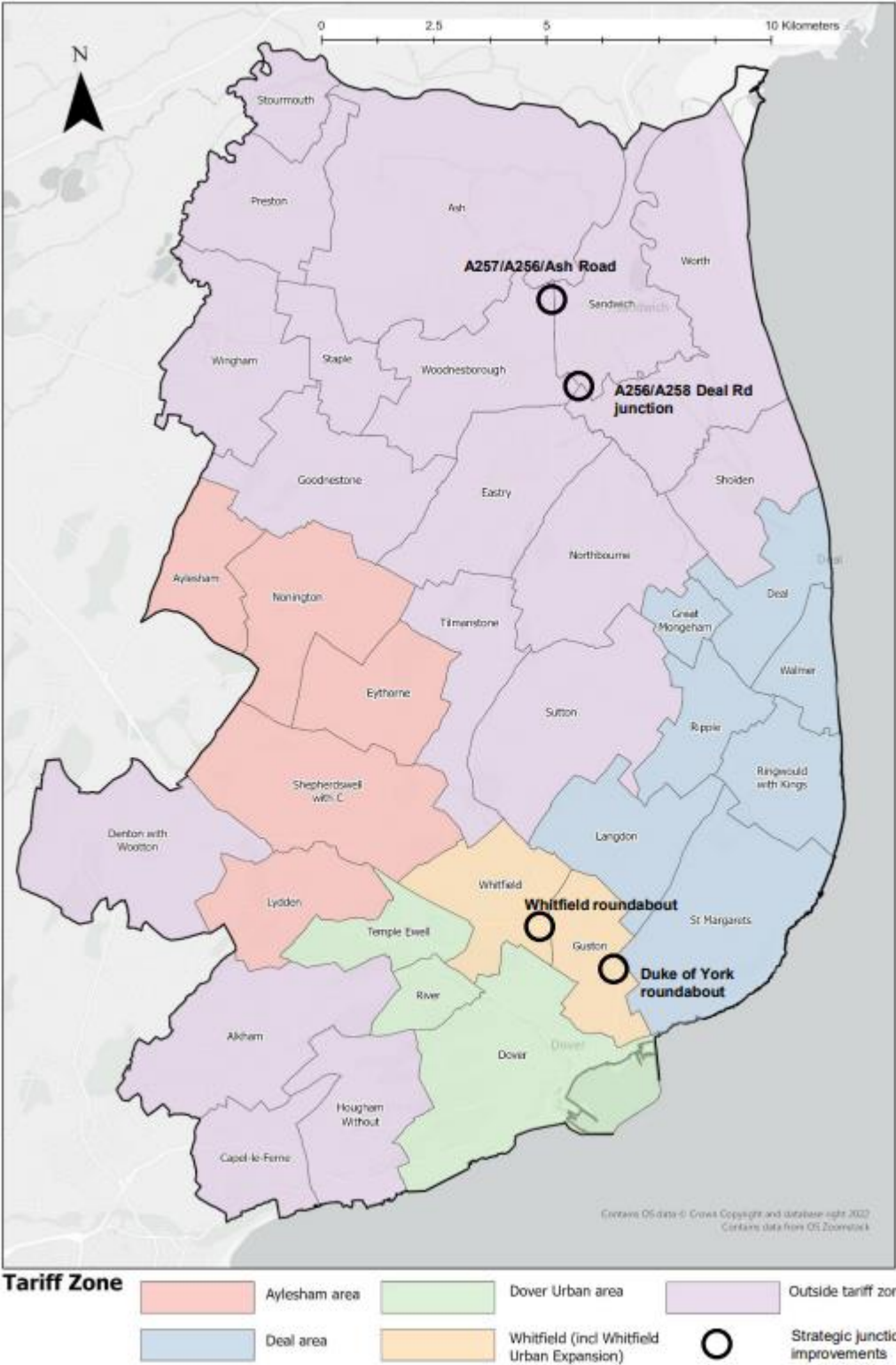
When assessing the potential rates, the viability position of Dover Town sites and ability to provide financial contributions reduces potential per dwelling contributions from that area in comparison with other areas, and therefore the amount was reduced. Some of the areas in the zones do not have any planned development in the Local Plan with regards to allocations, but geographically they are in areas where it is likely development will result in similar trip rates and therefore it was appropriate to include them to address any significant windfall proposals.

The resulting tariff set out in Table 1 below, is a starting point for assessment of contributions. However, it is important to note that Transport Assessments will be required in accordance with Local Plan policy, and updated traffic modelling or changes in modal shift will also be considered at the time of planning applications. Significant windfall development outside of the current Zones will also be expected to undertake assessments of potential contribution requirements to either or both of the mitigation schemes.

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

| Zone | Location/Site | Total Dwellings in plan period from LP allocations | Per Dwelling rate £ |
|------|---|--|---------------------|
| 1 | Whitfield including the Whitfield Urban Expansion (WUE) and Guston | 2,200 | £1,500 |
| 2 | Dover Urban Area (including Temple Ewell and River) | 1,181 | £1,000 |
| 3 | Deal/Walmer/Sholden/ Kingsdown/Great Mongeham/ St.Margarets-at Cliffe/Langdon/ Ripple | 414 | £2,000 |
| 4 | Aylesham/ Nonington / Chillenden/ Lydden/ Eythorne/Elvington/ Shepherdswell/Coldred | 1,144 | £1,200 |

Proportionate Contributions for Whitfield and Duke of York roundabout Local Plan Mitigation schemes by parish



Estimated total funds from Local Plan allocations and current S106

When using the tariff from the table above, against the total dwellings allocated for development within those schemes, it is estimated that around £6.7 million in funds will be secured over the plan period. A contribution of £100,000 has already been secured towards DoY roundabout scheme from Phase 1 WUE and a further £4 Million would be expected outside of the plan period from the remaining dwellings to be built outside of the plan period. The indicative deficit is expected to met in the following ways:

- a. The calculations do not factor in the likely contributions that the existing S106 agreement for the already permitted areas of the Whitfield Urban Expansion will be required to contribute to the Whitfield Roundabout Local Plan Mitigation proposals, with the final contribution to be agreed.
- b. No contributions from employment sites our other uses such as tourism and retail are calculated in the table above. The uncertainty around employment site delivery and job creation (and trip data) has led to the calculations above not including employment sites at present. More analysis is required to establish a per job or floorspace gain contribution rate for employment sites. White Cliffs Business Park (Policy SAP2) is required to contribute, details of rates tbc in due course;
- c. Windfall Development which comes forward within the zones.

END OF APPENDIX 3

Appendix 4 – 2022 Consultation Representations and DDC Response

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
|-------------------|-----------|--------------------------------------|-----------------|------------------------------|---|---|------------------------|---|
| SIDP1 | Objective | Mr Andrew Howard Grigg | -- | Local Highways | 3.59 - London Road/Manor Rd Deal | Reference made that following KCC reviews there are no mitigation options in relation to the issues at London Road/Manor Road, Deal and London Road/Mongeham WAY (assume you mean Mongeham ROAD) junctions. While I agree that there is probably little that can be done at the Manor Road junction, I disagree in relation to the junction with Mongeham Road. There is potentially land on either side of the end of Mongeham Road that could be Compulsorily Purchased in order to widen both the carriageway and the footpath. This would greatly improve the safety of pedestrians, many making the journey to/from Hornbeam Primary School. The widening of the carriageway near to this junction would allow safe passage of traffic in both directions, thereby eliminating the current dangerous situations of traffic turning into Mongeham road backing up into London Road, thereby restricting the free flow of traffic. | Yes | Comments noted. The name of Mongeham Road will be corrected. As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. |
| SIDP2 | Objective | Mr Andrew Howard Grigg (Clerk to PC) | Temple Ewell PC | Local Highways | Sections 3.46 & 3.47 Alkham Road/London Road, Temple Ewell junction signalisation | Temple Ewell Parish Council concurs that a review of the junction of Alkham Road and London Road is required with traffic volumes steadily increasing due in part to the expansion of housing at Whitfield and also to the regular delays seen on the A2/A20 alternative route. The Parish Council would as part of this review like to see speed reduction measures at the gateway to Temple Ewell on London Road on the West side of this junction, and also measures taken to reduce the danger to pedestrians in this area of Alkham Road, in particular beneath the railway bridge near to the entrance to Kearsney Station, where opposing traffic flows regularly see vehicles mount the pavement. | Yes | Since publication of the draft IDP in 2022, further work has been undertaken in relation to this junction. See GEB06. The IDP 2023 will be updated to reflect this position. As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
|-------------------|-----------|------------------|--------------|------------------------------|--------------------------|---|------------------------|--|
| SIDP3 | Objective | Mr Gerald Irvine | | General | APPENDIX 1 | I have read the Infrastructure Delivery Plan Oct.22 and IDP Appendices 1&2. The lack of content for this development and this village (Capel) leaves me bereft for words. I rest my arguments on Consultation Comment Ref SDLP7, Submission 189406, Habitats Comment SHRA1, Submission 189889 and Sustainability Comment SSA5, Submission 189888. | No | Comments are noted. As set out in Table 7, there are some specific infrastructure items included in relation to Capel-le-Ferne, including Local Highways and footpaths and open spaces. As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. |
| SIDP4 | Objective | Dianne Marsden | | Local Highway Network | Local Highway Network | Re plan for 40 houses ref SAP 38 - as a resident of Reach Road I object to the proposal for the 40 houses . The resultant increase in amount of traffic along Reach and onto the High Street would be dangerous and unacceptable, especially beyond the village hall to The High Street. The High Street is narrow and without a footpath in sections and an increase of traffic will cause further danger to pedestrians, cyclists and motorists, This sole route in and out of the village is already congested as is the last stretch of Reach Road. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. (Note - this comment was duplicated as a comment on the relevant section of the Local Plan and responded to within SD05d) |
| SIDP5 | Objective | Keith Bibby | | Rail | Parking | no provision has been included for more parking at the train stations for Aylesham and Snowdown, people will be parking cars in the surrounding roads to the stations, and people will not wish to walk the hills of the new developments. new roads must be built to prevent Snowdown hill and Ackholt road from becoming the rat run for Aylesham shops. | No | Comments noted. There has been no identified requirement for additional station parking. See comments above in relation to local highway improvements. (Note - this comment was duplicated as a comment on the relevant section of the Local Plan and responded to within SD05d) |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
|-------------------|-----------|--------------|-----------------------|------------------------------|---------------------------|--|------------------------|---|
| SIDP6 | Objective | Sandra Upton | | General | Highways and Water | Therefore one more house in Kingsdown is even considered the infrastructure must be improved by KCC and Southern Water, The highway from the A258 Deal to Dover including the junction must be improved. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. (Note - this comment was duplicated as a comment on the relevant section of the Local Plan and responded to within SD05d) |
| SIDP7 | Objective | Laura Cory | St. Margarets Nursery | Education | Theme 5 Education page 54 | St. Margaret's Nursery are concerned that the plan as drafted is proposing and supporting housing growth but does not adequately plan for the necessary infrastructure. We are the only Early Years nursery provision, not only for St. Margaret's, but also for a wider catchment area. We are also the feeder nursery for the village school. There has been no investment in the Early Years provision by KCC since 2007 and the fabric of the nursery building is in poor condition and will require considerable investment if it is to continue to be fit for purpose. We are aware Education & Early Years provision is a county, and not a district responsibility but surely the DDC statutory planning authority should add its weight to the need to repair this essential key service. The need is amplified by the fact that the District Council is promoting housing growth in the village –We respectfully request that the planning department in DDC make representations to KCC to amplify the urgent investment in our key service. We are also concerned about the withdrawal of essential bus services in the village. | No | <p>With regards to early years, KCC set out in their Developer Contribution Guide how they will seek contributions. The revised version of the guide does not <u>currently</u> include monetary contributions for Early Years provision. KCC have been consulted on the comments made in this representation and their response is as follows:</p> <p><i>The nursery building is owned by the provider, which has a ground lease from KCC. As the building is their own, the responsibility lies with the provider to maintain it</i></p> <p>In addition, as set out in the 'You said, we did' response to the KCC developer contributions guide, KCC stated the following: 'KCC will continue to work with the LPAs at plan making stage to assess proposed new developments, their infrastructure needs and promotion of sustainable developments, including sustainable transport links throughout the development, to existing developments and the countryside if appropriately located. Where new school sites are planned, KCC will seek site allocation policies which required early connectivity of walking and cycling routes, both within the development and linking to existing development'.</p> |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
|-------------------|-----------|----------------------|--------------|------------------------------|--------------------------|--|------------------------|--|
| SIDP8 | | | Aylesham PC | Open Space and Play | | Aylesham Parish Council welcomes the addition and enhancement of open spaces and play areas. However, there are two points to note in the IDP: why would S106 monies from Aylesham be spent upgrading play areas in Nonington?; and play areas and open spaces are last to be delivered in developments – this must not happen in the future. Aylesham Parish Council is identified as “Delivery Partners” on a number of projects due to be delivered: we have not been consulted on this prior to the Regulation 19 document being released. | Yes | The council notes the comment in relation to Nonington Play area, and this will be removed in relation to the Aylesham allocations. Please note that the IDS has now been updated with specific details in relation to Policy SAP24. The term 'delivery partners' in this context refers to all parties that may be involved in the planning and delivery of a project. PCs are included here due to the fact that some local infrastructure such as parks and open spaces are managed by them, and/or that the PC should be included in the planning stages of such projects (for example through community consultation stages on play area design). |
| SIDP9 | Objective | Clare Marsh | | Local Highways | Wingham | A257 Wingham, irrelevant due to listed buildings from B2046 with junction of A257, it is not possible to widen the road due to these. More traffic on B2046 in opposite direction to Wingham, as there are better road connections i.e A2, so any improvements to the junction of B2046 and A257 would not help | No | Comments noted. Mitigation in Wingham is being reviewed. As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. |
| SIDP10 & 11 | | N/A | | | | No reps submitted/ref not used | | |
| SIDP12 | | Mr Stephen Letchford | | | | No reps submitted/ref not used | | |
| SIDP13 | Objective | Mrs Linda Symes | | General | Local Highways | Various comments about specific Local Plan policies and site allocations and transport impacts around SAP36 and SAP37 site allocations and local highway issues and mitigation and bus route changes. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. (Note - this comment was duplicated as a comment on the relevant section of the Local Plan and responded to within SD05d) |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
|-------------------|-----------|------------------------|--------------|------------------------------|--------------------------|--|------------------------|--|
| SIDP14 | | | | | | No reps submitted/ref not used | | |
| SIDP15 | Objective | Mrs Carol Johnson | | General | Local Highways | Objection to site allocations based on: To conclude my objections on proposed development: The high cost of infrastructure and access to services. Shepherdswell has already taken full advantage of infilling. The proposed developments will increase traffic problems on other roads in the Village including Church Hill. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. |
| SIDP16 | Objective | St. Margs at Cliffe PC | | | | No content in the comment box. Marked inadmissible | | |
| SIDP17 | Objective | Mrs Anna Cook | | Local Highway Network | IDS APPENDIX 1 - TABLE 7 | LOCAL HIGHWAYS - Lydden:Church Lane/Canterbury Road Improvements - Increase in the volume of traffic going north and southbound past our property, which is situated behind Lydden Garage. Travelling in a southerly direction from the proposed development site onto Church Lane will entail egress from site on a blind bend. LOCAL HIGHWAYS - Lydden:PROW ER116 & Canterbury Road - Walking/Cycling "An uncontrolled pedestrian crossing where PROW ER116 joins Canterbury Road, is required to provide access to eastbound bus stop". This is incorrect, a pedestrian crossing is required to access WESTBOUND bus stop. There is also no footpath/public right of way across Lydden Garage forecourt from Church Lane to access eastbound bus stop. As referenced above Church Lane and proposed development land is a High Risk surface water flooding area, at these times there is no pedestrian or cycle access to Canterbury Road until water subsides. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. The comments about the wording of the requirement are noted and in relation to the flood risk, however, this wording has been required by KCC Highways as part of the Local Plan and is reflected here for information. |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
|-------------------|-----------|---|--------------|------------------------------|--------------------------|---|------------------------|--|
| SIDP18 | Objective | Mrs Vanessa Broughton | | Local Highway Network | Walmer | (DDC note - Representor requested attachment made against the Local Plan be referenced against the IDP also) Concerns raised in relation to WAL002 and vehicle access on single track road. Also objection to transport modelling reports in relation to public safety and road network in Walmer and Deal generally. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. |
| SIDP19 | Objective | Coxhill Rd Residents (Mr Richard Woods) | | General - All Infrastructure | p732 - Shepherdsweil | GP Surgery oversubscribed, Primary School at maximum capacity, No local Secondary School and School transport likely to be withdrawn, No public transport between Eythorne/Elvington and Shepherdsweil Stn or Dover, Bus services stated to exist in report either non-existent or withdrawn, No footways, Distances to railway stn. measured incorrectly and understated, Increased traffic increasing the overload on country lanes already over-capacity, further speed limits, or traffic-calming will be put in place, Surface water drainage already unable to cope, Sewage system overloaded | No | Comments noted. Please see general responses above and notes within the IDP around provision and capacity assessments. |
| SIDP20 | Objective | Mrs Bethan Tredwell | | Bus Infrastructure | Coldred Area | I have additional concerns that the Dover plan for Coldred is not in keeping with the plan for climate change and sustainability. Bus routes through the village are currently under consideration and likely to be discontinued in the summer of 2023. This will result in an increase in vehicles increasing the carbon emissions as the need for transport is not met. The roads in and around the Hamlet are small country lanes increasing the through traffic would be a hazard as there are no foot paths and increase the potential risk of accidents. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. (Note - this comment was duplicated as a comment on the relevant section of the Local Plan and responded to within SD05d) |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
|-------------------|-----------|-------------------|--------------|------------------------------|--|---|------------------------|--|
| SIDP21 | Objective | Mr Simon Pollard | | Local highway Network | Para 3.10 / page 16 and Para 3.30 / page 21 re local road enhancements | Concerns raised about Local Road network and site allocations in and around Kingsdown, bus service, Primary School, secondary schools. main comment therefore is that a full traffic analysis must be made to ensure adequate provision for the daily needs of the developments. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. (Note - this comment was duplicated as a comment on the relevant section of the Local Plan and responded to within SD05d) |
| SIDP22 | Objective | Mr John Townsend | | Local Highway Network | | Representation details concerns with the transport modelling and provides detailed analysis and photographs of local highway issues which show objection to the conclusions of the modelling work. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. The transport modelling and methodology process undertaken was agreed with KCC highways, along with the outcomes. It is important to note that Transport Assessments will be required as part of planning applications on major schemes as they come forward which will include a requirement for further assessment. |
| SIDP23 | Objective | Mrs Linda Storrie | | Roads and Buses | Kingsdown | Rays Bottom and other building plans will severely affect the village of Kingsdown. The roads through the village are no longer fit for purpose and the Main Street, Upper Street, is now dangerous at times for pedestrians. A new road would be required if more houses were to be built in the village. the bus service has been reduced and is unreliable. The internet service is slow and unreliable. overhead electricity and telephone cables are susceptible to storm damage and more houses would put pressure on the system. the primary school is full and senior children now have to catch the bus in Ringwould. The road from Kingsdown to Ringwould is narrow and unlit and dangerous for pedestrians particularly in winter as well as summer. Children should not be put at risk. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
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| SIDP24 | Objective | Mrs Rhona Kyle | | Local Highway Network | Ringwould | Ringwould road is profoundly dangerous and made into a single track at times by trucks and SUV's. Proposing an exit onto Ringwould road from the new proposed housing estate of 50 houses is totally unrealistic. From the proposed exit leading up to Chalk Hill Road to Kingsdown is potentially deadly - the narrow road and twists and turns are terrifying during peak periods. It is a village and the road is already totally insufficient to cope with existing traffic. The A258 is dangerous and already not able to cope with existing traffic. There are no passing places, no parking in the village and this in itself is making it increasingly difficult for pedestrians to negotiate through the sea of cars. I suggest to planners that they move away from their computers and drive through our village rush hours. What looks feasible on paper is often totally unrealistic. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. |
| SIDP25 | | | | | | No reps submitted/ref not used | | |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
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| SID26 | | | | | | No reps submitted/ref not used | | |
| SIDP27 | Objective | Dr Martin Ferber | | Community | Local Highways and Village hall - Preston | The village parish is on the outer edges of Dover District close to borders with Canterbury and Thanet. It is accessed by inadequate local country roads already under severe pressure from local, commuter delivery and commercial farm traffic (Preston Hill and the junction of The Street with Mill Lane being of particular concern). A recent planning approval for the rebuilding of a new Village Hall on Mill Lane close to the primary school and village shop, has not taken account of this unfolding housing growth. The "six-acre" site was given to the village as a Section 106 agreement with Salvatori / Quinn to act as a buffer to future development, specifically for village use. It could be better as a site for a new village hall making a strategic contribution to the growing village. I urge DDC to reconsider its plans and carry out a careful "strategic rural use" study, taking account, amongst other input, of plans in Thanet and Canterbury that impinge on the highways and infrastructure of Preston parish, the growth plans and the protection of the environment, the place and the community and its integral whole. | No | As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. (Note - this comment was duplicated as a comment on the relevant section of the Local Plan and responded to within SD05d). The current S106 arrangements and planning consent for the village hall cannot be changed through the IDP process at this time. The plans are being progressed by the Parish Council as set out in the legal agreements. |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
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| SIDP28 | Objective | Mrs Catie Webber | | Community | 11.6 | <p>The Alkham Village Hall is well used by local clubs such as Keep Fit and W.I, and Valley Voices Choir and a toddler group. It is also a village hub hosting a monthly movie night, bi- monthly afternoon tea and chat for those who live alone, bi annual meet and greet event to welcome newcomers and Christmas events. As such it is terrifically important to the village and well managed to keep it affordable for locals. It is a corrugated iron structure made possible by a bequest from a local in the early '80s. Sadly it is frequently subject to surface water flooding. As such it is starting to show signs of rust in its roof and lower walls. It also frequently has pot holes in its car park which could do with a more durable surface than currently exists. It's car park has a wooden retaining wall that needs its timbers replaced. It will probably have to apply for a grant for repairs in the next 5 years. The interior is well maintained with toilets, a kitchen, heating, Wi-Fi and a sound system. The villagers are getting older and we are experiencing turnover from elderly to younger residents with a few children around. It would be wise to make a more child friendly environment with some play equipment and possibly some redecoration (as it is currently pretty dowdy and uninspiring). It would be a good idea to install a dishwasher to improve kitchen hygiene at the moment things are washed by hand. I attend the Village Hall Committee meetings and know that we are struggling for money and rely on bequests.</p> | Yes | Comments relating to enhancement requirements at Alkham Village Hall are noted. A reference will be included within the IDP to explore potential project requirements with the PC and/or operators of the facility. |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
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| SIDP29 | Objective | Catesby Estates | | Education | paras 8.29-8.33 | SAP21 safeguards land for the expansion of the adjacent Sandwich Technology school, up 1-2ha of the Site. For the amount of residential development proposed, the Site is unusually burdened with a scale of infrastructure delivery which is required to mitigate much more than the impacts of this development. The safeguarding of land for infrastructure is not uncommon as part of housing allocations, but this is usually associated with much larger strategic developments, Whilst Policy SAP21 sets out that a future development would forgo secondary school contributions, the cost saving of this (circa £227,000 based on 50 homes) will not off-set the cost of the loss of 1-2ha of potential development land. A requirement should be added for s106 from other site allocations, not just SAP21 and this change should further be reflected in the Infrastructure Development Plan at 8.29-8.33. | No | The requirement for secondary school expansion and wording of the policy has been agreed with KCC Education and is supported by them. The reduction in capacity of the allocation from 60 units to indicative of 40 units is not related to the change of the safeguarded land from leisure use to education use, it was made in response to updated SFRA information and surface water flood risk on the site. The wording of policy is already considered to be flexible and effective in regard to the size required for the school at '1-2ha' and the more detailed assessment of surface water flooding to determine final capacity which could be higher than 'indicative' 40 units: 'The final capacity of the site shall be informed the site-specific flood risk assessment, with the need to avoid areas at risk of surface water flooding, and the land needed school expansion has been finalised'. With regards to the nil cost transfer and viability of the site, the current LALP allocation made clear that the site was not allocated solely for residential land use and therefore the land values of this current agricultural field should reflect that position, and this emerging policy position. It is considered a reasonable approach that the proposed exemption from significant secondary education contributions in lieu of transferring the land at nil cost would address any viability concerns. However, Policy SP11 allows for a viability case to be made at application stage. |

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| SIDP30 | Objective | Zoe Holmes | NHS Kent and Medway | Health | CCG | 9.5 Following this change, the former CCG Estates Strategy 2021 has been removed and at time of publication of this IDP has not been replaced. Comment: The CCG Estates Strategy 2021 detailed only schemes being developed by General Practice, not wider healthcare services. NHS Kent and Medway is taking forward the development of a wider healthcare Estates and Infrastructure Strategy during 2023. NHS Kent and Medway will continue to work closely with local councils and public health teams to understand the impacts associated with significant housing developments, including the likely health needs and the future provision of health services. Through this process and as part of the development of the infrastructure strategy, we will continue to identify infrastructure development requirements, including contributions through S106, that support the provision of additional healthcare services and healthcare facilities (including plans associated with existing facilities) for local populations. It is our responsibility to ensure health services and all future proposed developments are sustainable from a revenue affordability, capital investment and workforce perspective. 9.6 - Remove St Margarets reference - not related to Pencester Surgery 9.9 - Sandwich Medical Practice - construction underway, completion expected early 2023 | Yes | Comments noted. Theme Section will be updated to reflect the comments from NHS Kent and Medway. |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
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| SIDP31 | Objective | | AXIS | Appendix 1, 'Table 5 - Aylesham' | | These representations are submitted on behalf of Axis to the consultation on the draft Infrastructure Delivery Plan (IDP). We confirm that Axis supports the aims of the draft IDP and is committed to delivering infrastructure on site as part of the development which is expected to come forward in the context of Draft Local Plan policy SAP24. There are off site highways works and contributions towards other areas of infrastructure which will need to be made by way of a financial contribution. However, all of these contributions should be proportionate to the scale of development proposed and the viability of the site to ensure that the development is deliverable. We would request that the 'Linked Development Sites' column in Table 5 of Appendix 1 of the draft IDP which refers to Aylesham states 'All major residential sites within the area will be assessed and contributions sought which are proportionate to the scale of development and subject to viability'. | Yes | Comments noted. The IDP will be updated to reflect specific requirements from Local Plan allocations, where possible, and reflect potential requirements from windfall development. |
| SIDP32 | Objective | Andy tee | Nonington PC | General - All Infrastructure | Nonington | Various comments made in objection to the content of the IDP, Including traffic assessments and modelling outputs and baseline traffic flow data being incorrect. Comment lists specific roads and issues with the analysis and results. Object to mitigation being resolved through S106 process. (DDC note - he representation was also made against the Local Plan and has been addressed through that process also) | No | The transport modelling and methodology process undertaken was agreed with KCC highways and National Highways, along with the outcomes. The evidence base has been submitted alongside the Local Plan and will be considered as part of the Examination process. It is important to note that Transport Assessments will be required as part of planning applications on major schemes as they come forward which will include a requirement for further assessment. DDC do not operate CIL and therefore S106 is the mechanism used to secure mitigation, and is determined through detailed assessments with KCC Highways. |
| SIDP33 | | | | | | No reps submitted/ref not used | | |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
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| SIDP34 | Email | Claire Pamberi | Kent County Council | Strategic Highways | para 3.20 | KCC maintains the position that the Whitfield mitigation schemes should be delivered by National Highways as the junctions are located on the Strategic Road Network. Reference should also be made to comments provided in respect of Policy SP11 - Infrastructure and Developer Contributions. | No | Comments noted. Engagement will continue with KCC and NH on this matter. |
| SIDP35 | Email | Claire Pamberi | Kent County Council | General | | All KCC Education, Communities, Social Care and Waste rates are subject to indexation as of April 2020 at (BCIS index 360.3). | Yes | Noted. Amendments made. |
| SIDP36 | Email | Claire Pamberi | Kent County Council | Waste | para 5.1 | Kent operates a network of 19 House Waste Recycling Centres, not 18 – this should be corrected. Waste rates quoted in paragraph 5.6 are currently correct but are under review as part of the KCC Developers Guide. | Yes | Correction made. Reference to Developer Contributions Guide inserted and costs updated. |
| SIDP37 | Email | Claire Pamberi | Kent County Council | Social and Community | Education | Various proposals to change education section | Yes | A number of changes have been made to the Education section based on representations and subsequent communications with KCC throughout 2023. |
| SIDP38 | Email | Claire Pamberi | Kent County Council | Social and Community | Education | 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 | Yes | A number of changes have been made to the Education section based on representations and subsequent communications with KCC throughout 2023. |
| SIDP39 | Email | Claire Pamberi | Kent County Council | Social and Community | SEND Education | Paragraph 8.4 should be amended with new SEND rates - SEND Contribution Rate (Build Only) is estimated at £45,916.00 per Pupil equating to £505.17 per House and £126.29 per Applicable Flat. Indexed as of April 2020 at (BCIS index 360.3). | Yes | A number of changes have been made to the Education section based on representations and subsequent communications with KCC throughout 2023. |
| SIDP40 | Email | Claire Pamberi | Kent County Council | Health and Social Care | Social Care | KCC contribution rate for social care at 9.2 is incorrect – this should be correct to £146.88 per dwelling. | Yes | Correction made. Reference to Developer Contributions Guide inserted and costs updated. |
| SIDP41 | Email | Claire Pamberi | Kent County Council | IDS | ALL | Various edits suggested to the IDS based on above comments to IDP. | Yes | Comments noted and amendments made. |

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| SIDP42 | Web | Danescroft and Pentland Homes | | | Whitfield Urban Expansion | With respect to development at Whitfield, we support the proposed strategic infrastructure improvement as agreed by National Highways, KCC and DDC and anticipate further details will be agreed as part of the preparation and adoption of the updated Whitfield SPD. | No | Comments noted |
| SIDP43 | Email | Kevin Bown | National Highways | Transport | Strategic Highway | National Highways made the following recommendations: DDC to consult with us on the proportional financial development contributions guidance note at the earliest opportunity. Policy SP12 to reference the need for a Stage 1 Safety Audit to be undertaken to support the mitigation schemes at the A2 Whitfield roundabout and the A2 Duke of York roundabout. SP12 should also reference the requirement for third party land to be identified to support the A2 Duke of York roundabout scheme is included. These changes should also be made to the relevant sections of the Infrastructure Delivery Plan. The need for the delivery of a new junction on the A2 should be referenced in the Infrastructure Delivery Plan and Delivery Schedule. DDC to provide clarification on whether the mitigation schemes at the A2 Whitfield roundabout and the A2 Duke of York roundabout will be fully funded by developers, or whether public monies will be sought alongside developer contributions. Infrastructure Delivery Plan and the Delivery Schedule should also reference that further discussions are required with us in relation to the A20 / A256 Woolcomber Street junction and the A20 / Union Street junction to determine whether mitigation is required at these junctions. WSP should update the Forecasting Report in line with previous action points outlined by us in relation to the A2 Whitfield interchange, the A20 / A256 Woolcomber Street junction and the A20 / Union Street junction. | Yes | Comments noted. DDC will continue to liaise with National Highways on Strategic Road Network requirements. |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
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| SIDP44 | Web | James Bloomfield | | General | Capel | Looking through the supporting Infrastructure Delivery Plan (IDP), no mention is made of any suggested improvements to facilities/services or for any proposed improvements to be carried out by Kent Highways, Southern Water (drainage) or Affinity Water (water supply) in Capel-le-Ferne. | No | As set out in Table 7, there are some specific infrastructure items included in relation to Capel-le-Ferne, including Local Highways and footpaths and open spaces. As part of the Local Plan preparation, KCC Highways and Transportation (the Local Highway Authority) were consulted on options for highway mitigation. Where it is considered that mitigation was required and could be achieved, this is identified within site specific Local Plan policies and the IDP. With regards to water, Theme 3 has been updated to reflect the latest Water Resource Management and Drainage and Wastewater Management Plans. |
| SIDP45 | Email | Church Commissioners | | Rail | 4.7 | Our Client supports aims to: “increase the frequency and therefore capacity on the Canterbury East Line from Faversham to Dover Priory”. And 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”. | No | Noted |
| SIDP46 | Email | Andrew Thompson | Canterbury CC | Education | Secondary | As recognised in our SoCG, there are strategic education issues relating to the provision of secondary school education capacity between Canterbury and the north Dover area, The Dover District Infrastructure Delivery Plan Draft for Consultation 2022 (IDP), paragraph 8.35 states that 50% of secondary aged pupils in the Aylesham area attend schools in Canterbury District, although goes on to state that this trend may change as developments come forward in Canterbury creating local demand, which could ease pupils from the Aylesham area back into Dover District schools | No | Noted |
| SIDP47 | Email | Ben Olney | HS1 Ltd | Rail | Rail | It is welcomed that “Dover in 60” is clearly referenced in the draft IDP, however we consider that HS1 Ltd should be referenced as a key delivery partner. Likewise, our 2019 publication ‘Delivering for Kent: The Economic Impact of HS1’ (should be listed as part of the evidence base. The document should also clearly set out the proposed Dollands Moor Crossing as a “future need to deliver growth from the Local Plan” so that there is a clear link between the need and ability to raise developer contributions. | yes | Comments noted. HS1 Ltd will be added to the list of Lead Delivery Partners in the rail section. The report listed is already referenced in paragraph 4.2 but will be included in the evidence base list also. The Dollands Moor Project is yet to be confirmed through the Kent and East Sussex Coastal Connectivity Programme and does not as yet have DfT support. It is mentioned at paragraph 4.44 but there is no evidence at this time to suggest that Local Plan growth creates a specific need or meets the required CIL tests to be specifically included as a project to be included within the IDP at this time. |

| Comment No (SIDP) | Source | Name | Organisation | Consultation point (chapter) | Specific Para or section | Summary of comment | Modification required? | DDC Response / Actions |
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| SIDP48 | Email | Colin Tearle | Shepherdswell with Coldred Parish Council | General | Shepherdswell and Coldred | If development of any kind is to be permitted it should be linked to a S106 agreement to improve the facilities within Shepherdswell and Coldred. The plan indicates that Dover District Council can fund parish councils from S106 monies when a case is made that this is a good use of funds. Shepherdswell with Coldred Parish Council would like to make a case for funding of community facilities, including improvements to the village hall, its parking facilities, the recreation ground, the cemeteries and improvements to the local school. Email attached to SDLP1533 | yes | Comments noted. IDP will be updated in relevant sections to reflect potential needs for village hall, cemetery and recreation ground identified by the PC, to be reviewed further. |
| SIDP49 | Email | Walmer TC | | General | ALL TOPIC AREAS | Detailed representation covering Infrastructure and Local Plan in general and asks specific questions about S106 process, and specific topic areas of the IDP. Due to the range of comments made, they are summarised and responded to in an annex to this table below. | Yes | See annex below for response to comments. |
| SIDP50 | post | Pearl Thorne | No | general | ALL | Infrastructure Delivery Plan: Infrastructure should be put in place before any development proceeds. There are existing problems with sewage poisoning our rivers and killing its wildlife. Lack of water supply is beginning to cause further problems with hose pip bans which will only increase due to climate change. Pressure on doctors, hospitals, dentists etc. due to increased populations are becoming critical. We have to wait weeks to get a doctor's telephone call or, if you are lucky, an appointment at the surgery. | No | It is accepted that new development proposals and increases in population may affect existing infrastructure and local services and may require new provision or enhancement to provision to meet their needs. Therefore, all relevant service providers including (but not limited to) KCC (Highways, Education, Public Transport, health, waste, social and community teams), the NHS, rail, bus, water and utility companies are consulted at all stages of the IDP process to identify if the services they provide have existing capacity or if additional capacity is needed to accommodate additional development. If additional capacity is needed, this is then planned for through the Local Plan process and this IDP. It is the responsibility of service providers and stakeholders to identify and ensure delivery of the infrastructure that is required. Where the providers have raised concerns with specific local infrastructure, these have been addressed within the specific site policies. DDC will continue to work with these stakeholders in understanding the districts infrastructure needs and update the IDP as the position changes. |

ANNEX 1 - Walmer Town Council representation (SIDP49)

A detailed representation was made covering Infrastructure and Local Plan in general and asking specific questions about S106 process, and specific topic areas of the IDP. Comments and questions are summarised below, along with a [DDC response](#) (in blue font).

- 1. The local plan is a statement of intent** : ‘What happens to the local plan if Dover + Folkestone are joined together within an investment zone’. What will happen to the mitigation process and the building of the necessary infrastructure? How will ‘growth’ manifest itself and who will benefit?
This question is more related to the Local Plan, which is progressing towards examination, where the IDP will form part of the evidence base. A change in national planning policy or area status may lead to a future review of infrastructure planning, but does not apply at this stage. The IDP is a ‘living document’ and will be updated to always reflect the latest available evidence.
- 2. Development is not a universally acclaimed process. Why is S106 applied so unfairly?** Specific questions added about the process and specific S106s signed. Asks how the process is managed and reported.
A planning obligation is determined on an application-by-application basis and will aim to balance the pressure created by the new development with improvements to the surrounding area ensuring that, where possible, the development would make a positive contribution to the local area and community. Some locations may therefore receive more S106 funding than others, depending on the level of growth and evidence of need of infrastructure to serve that development. Further information about how the developer obligations (s106 process) can be found in national legislation and guidance and in the [DDC FAQs](#).
- 3. Economics: The driving forces behind the local plan are top-down housing targets, ‘growth’, and tax revenues.** What is growth, how should it be managed and how should any dividend from it be divided? Are we not on a merry go round of trying to encourage growth to pay for services that the last periods of growth left as a legacy? *This is a local plan / national policy issue, but see response to 2. In relation to planning obligations.*
- 4. How accurate is this infrastructure plan? Does it describe the situation as it really is, and does it cover all the issues?** For example, what happens to the plan if connectivity in Walmer + Deal is significantly reduced if the Bus network is cut by over 50%? Where is a section in the infrastructure plan about parking all those extra vehicles in the urban areas of the district? *Theme 1 covers all information about bus services. Public Parking is not a local infrastructure issue in the same context as other infrastructure needed to meet the needs of development. Train station parking is covered under Rail Infrastructure.*
- 5. Highways: Trunk routes. SRN A2 mitigation schemes and tariff.** According to the plan National Highways has allocated £6m to each roundabout to relieve congestion, but we are not told how or when. From some reason the large urban expansion at Whitfield which is going to create much of the congestion to be mitigated is paying less per dwelling than those in our area.
Question: How long will it be before the trigger point for s106 funding is reached, when will the work start, how will this affect Dover Fastrack, and why are developments in Deal + Walmer paying proportionately more for a problem cause by allowing development to happen before mitigation at Whitfield?
The response to these questions around the proportionate contributions approach can be found within the IDP already, and this information will be updated as part of the 2023 review. In summary, the tariff takes into account trips on both the Whitfield and Duke of York roundabouts, and traffic modelling shows that there are more trips on both these junctions from the Deal area, than there will be from Whitfield Urban extension. This is due to the direction of travel and limited impacts WUE will have on the DoY roundabout. The calculations are therefore proportionate to trip rates from zones, rather than to the amount of development.
- 6. Highways: Local roads.** Specific comments in relation to the **A258 and planned mitigation.**
Details about A258 and mitigation in the Deal / Walmer area will be updated in the 2023 IDP.
- 7. Parking: does not exist within the infrastructure plan.** What the public also want is plenty of parking for the growing number of motor vehicles, and the DDC infrastructure report offers nothing. It is recommended that the Walmer Town Council documents on Parking in Deal + Walmer and that of Parking on pavements be sent to DDC for inclusion in the infrastructure plan. There is after all no point in having highways, mitigated or not, without parking places for those vehicles in urban areas. *Public Parking is not a local infrastructure issue in the same context as other infrastructure needed to meet the needs of development. Train station parking is covered under Rail Infrastructure. EV charging points will be included in the update to the IDP. Private parking, as part of new dwellings, will be required as per Local Plan policy.*

8. **Rail:** The plan should consider the problems being faced by communities at various wayside stations, where **limited parking provision and the rising cost of parking at stations**, is contributing to a problem of parking in side streets, near Walmer station and Martin Mill station. This problem has been publicised at Martin Mill, but Walmer is also experiencing this problem. *Train station parking is covered under Rail Infrastructure. Network Rail is the provider of this infrastructure`.*
9. **The Bus network: The infrastructure plan describes a network as it once was, but since 31st October 2022, the bus network has been more than halved.** Only 3 bus services will now cover Walmer. DRT costs a lot to set up and in trials where it has been set up, the lack of revenue has been worse than running a normal fare stage timetabled service. In Kent the Arriva click service failed after 6 months, and others in Wales and the North Midlands failed after similar periods. *In East Kent, the majority of bus services are provided by the private bus operator, Stagecoach. 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. DDC are aware of the recent cuts to some bus services in the district. KCC 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. In addition, 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.*
10. **Walking + Cycling:** The infrastructure report says nothing that WTC would not support and perhaps all that is necessary to say, is to support the sentiments expressed in the report and urge even greater action to reduce car journeys and to increase walking and cycling
Support noted
11. **Waste management:** The best policy here would be to move to total waste management by one local authority, from collection to disposal. • If greater tonnages of waste can be anticipated, will the level of recycling fall, remain steady, or increase, in which case what steps are being taken to increase recycling in a sustainable fashion? • Will the Household recycling centres remain unchanged in the next 18 years, or will they be improved?
Waste Management is managed by KCC. As set out in the IDP and KCC waste disposal strategy, there will be a need to collect contributions to upgrades to HWRCs in the district and potentially the WTS during the plan period.
12. **Water:** The infrastructure report refers to the fact that there are two water supply companies who have 25-year plans, reviewed every 5 years, to secure sufficient water to supply the needs of the district, 'at least cost to the customers, society, and the environment'. We are not told how this will be done.
This information is set out in the plans listed within the evidence base section of Theme 3.
13. **Utilities and digital infrastructure:** Digital only receives two paragraphs 7.11 and 7.12. 7.11 states that 'most' of the population should be covered by full fibre broadband by 2027. It is not clear what is meant by 'most'. In terms of mobile phone coverage, the signals vary from being reasonably good to bad. Walmer has very poor coverage. Rural broadband is also an issue, there are still many villages where broadband is slow or non-existent.
In December 2022 new building regulations relating to physical infrastructure for electronic communications were introduced and provide guidance on how and when high-speed-ready infrastructure and networks and gigabit-ready/gigabit-capable infrastructure connections or infrastructure is required and when the requirement may be modified or excluded. The government also has a number of schemes in relation to Rural broadband, as set out in Theme 4.
14. **Education:** The breakdown in funding between areas and type of school seems not to accord with logic or fairness. S106 is meant to mitigate planning outcomes and not for solving KCC's budget problems. The allocations up to 2040 appear to follow a similar pattern. Increasing class provision in Sandwich means using public transport from other parts of the district to fill those additional places. KCC are trying to reduce expenditure on bus services and school bus provision. *See response about the S106 process at 2. KCC have recently released the [Developer Contributions Guide | Let's talk Kent](#) which sets out how education contributions and school planning is undertaken.*
15. **Health + social care:** The report appears to have great faith in differing ways of delivering health care via digital tools. Whether this will be borne out in practice is a different matter.
Comments noted.

16. Green infrastructure:

- Parks + Gardens – Nothing for Deal or Walmer, only Dover parks and some woodland in Aylesham is mentioned. *Evidence is based upon the KKP reports, as set out in Theme 7 introduction. No Parks and Gardens are listed in the study.*
Play areas – York + Albany is mentioned for improvements. This is not a play area and DDC has never made any proposals for improvement. *This is listed as Amenity Greenspace, not a play area.*
The Drill field MUGA is mentioned, in 10.33 for improvement, but no proposal has been suggested to WTC, and the infrastructure plan should contain the proposal for the trim trail as this would fit in the description of play area, albeit on a linear basis. *Drill field is included as needing equipment upgrade. If there is a pitch improvement need, details need to be provided by the TC and/or facility operator in relation to the project requirements and costs. Amendment made to consider potential project need. Amendments have been made in the IDS to reflect these requests.*
Allotments -Walmer is not mentioned, yet it is significant under provision and the new housing is laid out with minimal garden space. There is a case for additional allotment space, even if Stoney path was improved. *Amendments have been made in the IDS to reflect these requests.*
Sports fields - Marke Wood is mentioned with a proposal for pitch improvement, but not the Drill Field which is used as intensively. The Drill field is mentioned in terms of training and flood lighting. *There are no project proposals, these are identified as requiring a review through the KKP reports.*

17. Community facilities: The DDC data base on community facilities is both incomplete and has errors.

- Walmer Parish hall is identified as being run by the Parish Council, when of course it is owned by the local church. *Updated*
- Walmer is experiencing increased development, with more in the pipeline, therefore a review of community facilities in the area, would be appropriate. *Noted*
- Library services are allocated s106 funding and from the table Sandwich library may receive a total of £21,590 and yet Dover will only receive £17,407. *This table is based on funds secured from already signed S106 agreements not future expected funds from Local Plan growth.*
- Walmer TC request to allocate some s106 funding for a Walmer Community centre, as Walmer is one of the few communities of any size, that do not have such a facility within its boundary. *Noted – project request added to IDP.*

18. Port of Dover -. What if anything, has been planned to mitigate the free movement of people and goods within Dover port and the area(region) outside the immediate port area. *This is not an IDP or DDC matter. This is a national issue.*

END OF APPENDIX 4

Appendix 5 - Summary of changes to IDP between 2022 and 2023 Versions

| Chapter / Part / Theme | Section | Summary of changes |
|--|-------------------------------------|---|
| Chapter 1 – Introduction | Executive Summary | Updated to reflect stage of Local Plan |
| Chapter 1 - Introduction | Status of Document and Introduction | Updated details in relation to 2022 consultation and how responses were considered as part of the update to the IDP – which can be viewed in new Appendix 4 of the IDP |
| Theme 1 - Transport | Strategic Highways | Updates: <ul style="list-style-type: none"> Up to date evidence and emerging evidence in relation to Local Transport Plan 5. Progress on transport modelling and strategic highway mitigation schemes To reflect latest position in relation to SoCG with National Highways and KCC and take into account representations and ongoing communications. More details included in relation to Proportionate tariff in Appendix 3 |
| Theme 1 - Transport | Rail Infrastructure | Updates: <ul style="list-style-type: none"> To reflect comments made by HS1 Ltd at consultation With updated evidence base such as North and East Kent Connectivity Study and Economic Impact of HS1 documents Step free Access at Aylesham Station identified as Priority 3 station |
| Theme 1 - Transport | Bus Infrastructure | Updates: <ul style="list-style-type: none"> Dover Fastrack Project updates Demand Responsive Service update Detail of new KCC Bus Service Improvement Plan and local plan requirements for services To reflect information on bus service changes/cuts and KCC position in relation to requiring contributions to services |
| Theme 1 - Transport | Walking and Cycling | Updates: <ul style="list-style-type: none"> Link to Active Travel Fund allocations and details of active travel grants Reference to additional requirements made in relation to PROW through proposed Additional Modifications in relation to KCC PROW representations on Local Plan |
| Theme 2 – Waste Management Infrastructure | Waste | Updates: <ul style="list-style-type: none"> Reference to new KCC Developer Contributions Guide and details of per dwelling rates towards Household Waste and Recycling Centres Updated to reflect KCC representation on IDP. |
| Theme 3 – Water | Water | Updates: <ul style="list-style-type: none"> Updated list of evidence base documents to reflect latest publications and reference to content of these documents included. Projects related to Dover District identified through Southern Water Drainage and Wastewater Management Plan 2023 inserted |
| Theme 4 – Utilities and Digital Infrastructure | Utilities and Digital | Updates include: <ul style="list-style-type: none"> Updated list of evidence base documents to reflect latest publications Update to government roll out of Project Gigabit and building regulations. |
| Theme 5 – Education | Education | Several updates based on representations from KCC and subsequent discussions in June 2023. <ul style="list-style-type: none"> Updated to reflect the KCC Developer Contributions Guide 2023 and Technical Appendices which include details of school requirements and per per dwelling formula costs for school obligations Updated school and other education requirements for district specifically: Updated current data on secured S106 funds towards education from IFS data. |

| | | |
|---|---|--|
| Theme 6 – Health and Social Care | Health and Social Care | <p>Based on representations/emails and in person discussion with NHS Kent and Medway ICB and KCC in June 2023. Include:</p> <ul style="list-style-type: none"> • Reflect name change and details of NHS Kent and Medway ICB and status of estates and infrastructure strategy and future planning of health services. • Updated evidence base documents in relation to national publication and KCC developer contributions guide • Updated with project details of Dover Discovery Centre Community Hub and Whitfield Surgery. • Updated costs of Adult Social Care • Updated current data on secured S106 funds for health and social care provision from IFS data. |
| Theme 7 – Green Infrastructure, Open Spaces and Sport | Green Infrastructure, Open Spaces and Sport | <ul style="list-style-type: none"> • Added Shepherdswell and Coldred Cemetery Provision and recreation ground improvement requests. Based on representation to IDP • Added Kearnsey Abbey Play Area identified by internal DDC review of play areas 2023. • Removed Easole St Play area from Aylesham section and moved to rural area. • To reflect adoption of Indoor Sport strategy in 2023 • Added detail of newly completed or secured sports projects |
| Theme 8 – Community Facilities | Community Facilities | <ul style="list-style-type: none"> • Added detail of requests for community hall enhancements from representations and Local Plan policy requirements which were missing • Updated project details in relation to emerging and recent provision • Updated current data on secured S106 funds for community provision from IFS data. • Updated details relating to funding and delivery and KCC Developer contributions Guide costs for youth and library provision |
| Port of Dover | | <ul style="list-style-type: none"> • Updated position in relation to Port Masterplan consultation and Inland Terminal position |
| Appendices | Appendix 1 – IDS | <ul style="list-style-type: none"> • Updated to reflect content and updates to IDP main report. |
| Appendices | Appendix 2 | <ul style="list-style-type: none"> • Updated with latest Highway Asset Management Plan – Forward works |
| Appendices | New | <ul style="list-style-type: none"> • Appendix 3 provides an explanatory note around the Strategic Highway network Proportionate tariff and the methodology • Appendix 4 details all representations received on the IDP and DDC response • Appendix 5 – this table |

END OF APPENDIX 5

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