

Dover District Local Development Framework

Core Strategy

Adopted February 2010

Ambitious for the future, sensitive to the past

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**The Forward Planning Section
Dover District Council
White Cliffs Business Park
Whitfield
Dover
CT16 3PJ**

**Telephone 01304 872477 / 872043
Fax 01304 872351**

Email: forwardplanning@dover.gov.uk

Preface

“Dover - Ambitious for the Future, Sensitive to the Past”

The Core Strategy has been prepared at a particularly important time for the District. It is a time of unprecedented opportunity that, if taken, will unlock the District's potential. This requires vision, a willingness to break away from planning strategy of the previous two or three decades, and determination to make sure that plans become reality. The challenge is to grasp and make the most of these opportunities, while making sure that the District's renowned natural and historic qualities are nurtured for their intrinsic value and to help underpin social and economic progress.

The Council has developed a regeneration programme that focuses action on Dover town. A strong public sector led partnership has been formed to take the programme forward. In 2008 the Government designated Dover as a National Growth Point, which demonstrated both the strength of the case for action and a recognition of the potential to deliver a transformational level of change. The Regional Spatial Strategy for the South East of England (known as the South East Plan) reflects the Growth Point objectives and sets a strategic planning framework for the whole District.

The Core Strategy's task is to take all of this forward through the development of a town planning strategy at the local level. This Strategy must have sufficient vision and detail to provide a meaningful framework for the District's future. It must be capable of enabling the regeneration programme to be implemented and be strong enough to endure over the period to 2026, while also ensuring that it has sufficient flexibility to cater for changing circumstances.

The Core Strategy is a spatial plan. That is to say, it is not just concerned with controlling the physical aspects of how land is used but influencing all the processes that shape how a place looks and functions, and the characteristics that make one place distinct from another. Apart from setting the context for making town planning decisions, this means that the Strategy seeks to influence (and relies upon) the action of others. The Strategy will only be implemented through public, private and voluntary sector partners working to a common goal. The Strategy therefore puts much emphasis on coordinated delivery planning, particularly in relation to infrastructure issues, and to programme management.

The Strategy has been built upon a great deal of research and other evidence. The views and messages that have emerged through extensive processes of community engagement and public consultation, including public opinion research, have helped to shape it. The Strategy has also been prepared against a background of increasing concern to ensure that its proposals are economically, socially and environmentally sustainable and that it is responsive to the likely impacts of climate change. The Council has drawn on the processes of Sustainability Appraisal and Habitat Regulations Assessment to help ensure that the Strategy is robust in these respects.

The Core Strategy forms a major part of the Local Development Framework for the District - setting out the District's proposed course for the best part of the next two decades. The final stages of preparing the Strategy have coincided with national economic recession; this does not change the nature of the Strategy although it will effect on-the-ground delivery in the short-term. It also implies a greater role for the public sector in the initial stages of implementing the Strategy.

While, of necessity, Local Development Framework Documents have to have a technical rigour and cannot avoid a certain amount of jargon it should, above all, be remembered that these plans are about shaping the places where we live, work and relax and the future that they will offer for not just this generation but the ones to follow.

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1 Introduction

What is the Core Strategy?

1.1 The Core Strategy comes at a time in the District's history when it can help shape and realise an unprecedented opportunity to increase the prosperity and well-being of the District and its residents.

1.2 It is the key Plan in the District's Local Development Framework (LDF). It sets out the overall ambitions and priorities for the District, a set of proposals, and a means for making sure that they are delivered - in effect a business plan. It covers the period to 2026, which is consistent with the Regional Spatial Strategy, but also sets a longer term framework.

1.3 It answers the Why? What? Where? When? and How? questions about the District's future:

- Why is change needed?
- What should be done?
- Where should it happen?
- When should it happen?
- How is it going to happen?

1.4 To help keep the Strategy succinct it has been written in a way to minimise description, repetition of legislation, national guidance and regional planning policy, and of material that can be found in other documents. The Strategy will be fleshed out by the addition of further LDF Documents to support the Core Strategy when needed. The first of these will be a Site Allocations Document, which will identify the development sites needed to fulfil the Strategy and the terms under which they should be developed. Owing to the importance of four development proposals to the implementation of the Strategy it has been decided to include them in the Core Strategy, rather than the Site Allocations Document, as strategic allocations. In addition, the Strategy includes a separate section of general policies to help guide decision making on planning applications. The inclusion of this section avoids the need to prepare a separate Document at a later time.

What does it do?

1.5 Above all things the Core Strategy is about shaping the future of the District as a place to live, work, relax and visit - often referred to as place shaping. This means deciding what sort of a place the District ought to be in 2026. The Regional Spatial Strategy and, in particular, its East Kent sub-regional strategy sets a clear context for considering this. The Regional requirements need to be developed at the local level taking full account of the District's very diverse nature. This means considering the individual future of the three towns, Dover, Deal and Sandwich, and the rural settlements. The solution for one area may well not be appropriate for another so the Core Strategy needs to take care that it is locally distinctive in terms of the District as a whole and the individual places within it.

1.6 To decide what the District should be like in 2026 it is first necessary to draw a clear picture of its current position. The Core Strategy does this through the development of a District Portrait. This allows a comparison to be made with other areas, such as Kent and the region, and for issues affecting the District to be identified – in effect a diagnosis of the District's health. Aims and objectives are developed from this to address the issues and, in turn, they lead to the District's future picture. Overall, this is an assessment of how well the District works now, what needs to change, stay the same, or be strengthened, and how change can be achieved.

1.7 Where the diagnosis has found that things are not working well, or need changing, they could be said to be out of balance and the Strategy proposes action to re-balance them. Re-balancing will require some form of intervention. As set out in the Delivery Plan chapter, intervention can involve a range of actions such as the adoption of a planning policy on a particular issue, the allocation of land for development, preparation of development briefs and masterplans for areas, public sector purchase of development sites, and sometimes direct building by the public sector. The Core Strategy

sets out the expected level of intervention needed to ensure that the proposals become reality. This is based upon an assessment of how likely it is that the private sector can implement the proposals without public sector support.

1.8 It is particularly important that there is a strong system of programme management to ensure that the Core Strategy is being delivered on time, to identify any issues as they arise and to consider whether there is a need for review. The Delivery Plan chapter sets out a framework for delivery and programme management. This incorporates matters such as timing, phasing, level of intervention, organisations responsible for intervention, and expected outcomes. This delivery framework is set in relatively broad terms in order that it may remain relevant over the lifetime of the plan. A more detailed Delivery Plan will be produced that is separate to, but consistent with, the Core Strategy and which can, therefore, be updated and developed on a regular basis.

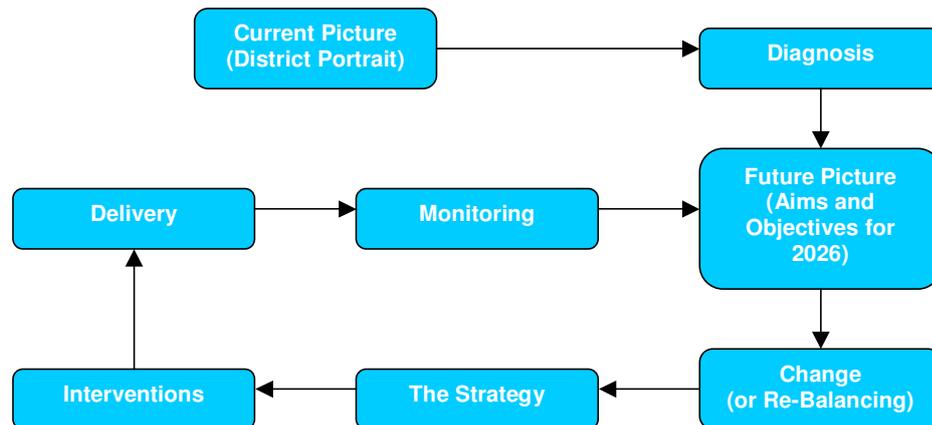


Figure 1.1 Place Shaping

1.9 Figure 1.1 illustrates the place shaping process followed by the Core Strategy. The process addresses the Why? What? Where? When? and How? questions about the District's future.

- The Diagnosis establishes why change is needed
- The Future Picture and Change stages set out generally what needs to be done
- The detail of what is to be done, when and how is established in the Strategy
- Interventions considers how the Strategy is to be achieved and whether the private sector will need public sector support and action to deliver development; and
- Delivery and monitoring is concerned with how well the Strategy is being implemented

Core Strategy Structure

1.10 The main components of the Core Strategy are:

- The Strategy itself - its aim, objectives and features
- Core Policies - a compact set of policies that are essential to the delivery of the Strategy
- Strategic allocations - a set of policies to allocate land for development that is crucial to the implementation of the Strategy and to lay down principles and essential requirements

- Delivery Framework - the programme for implementation, implementation mechanisms, monitoring, intervention and review
- Development Management Annex - sets out more general policies that are needed to support the implementation of the Strategy

1.11 Two shaded boxes of different colours have been used throughout the Document as follows:

To emphasise a particularly important part of the text

Policy 1

To set out a policy of the Core Strategy or of the Development Management Annex

How has it been prepared?

1.12 A great deal of information has been gathered to provide the basis for preparing the Core Strategy. Some of this is from existing sources such as the national Census and the index of deprivation but much is original research commissioned by the Council. Most of this is accessible through the Internet or can be viewed at the Council offices. The information, often referred to as the “evidence base”, has been used to help identify the issues facing the District and to develop and test different solutions, or options. Reference is made to evidence base studies throughout the Strategy and the studies are listed in Appendix 3.

1.13 The Council has worked with representatives from public, private and voluntary organisations, through a series of facilitated workshops, to identify issues and options in the context of general work on the Core Strategy and specific research studies. These events are documented and are part of the evidence base. The District Council has also sought the views of Town and Parish Councils throughout this process, carried out public opinion research, and undertaken public engagement on the preferred option. The views and information from these processes have all helped to form this Strategy.

1.14 The achievement of sustainable development is at the heart of the national planning system (see PPS1). Regional Spatial Strategy policy CC1 sets out specific regional priorities of:

- Achieving sustainable levels of resource use
- Reducing greenhouse gas emissions
- Being prepared for the impacts of climate change
- Ensuring the most deprived people have equal opportunity to benefit from and contribute to a better quality of life

1.15 These specific priorities have been followed through into the Core Strategy. Sustainability Appraisal has been used to help identify issues, test options and identify the preferred option that forms the basis of this Strategy. This is documented in the sustainability report that has been published with the Core Strategy. The Strategy's likely effects on European designated wildlife sites is similarly appraised in the accompanying Habitat Regulations Assessment. The Strategy and its proposals have therefore been shaped through this process to help achieve a more sustainable District.

Sustainable development is embedded within the planning process and, for this reason, the Strategy does not contain any objectives or policies that seek to generally promote sustainable development

2 The Need for Change

2.1 "No change" is not an option. Economic, social and environmental change is part of everyday life. What is considered through the Core Strategy is the degree and type of change that is appropriate, where and when it should happen and how it is to be delivered. The factors that need to be taken into account to help decide this are, the characteristics and potential of the District, and the objectives and policies of other relevant plans and strategies, taking account of Dover's National Growth Point designation in 2008.

Current Picture of the District

2.2 The District is a highly diverse maritime area characterised by contrasting features. These features make it a distinctive area and reflect both strengths and weaknesses. It is an area that in many social and economic ways does not fit the south east norm of affluence, yet has great assets and unfulfilled potential. This section provides a summary of the main features, characteristics and issues of the District. Full information can be found in the evidence base (see Appendix 3).

Location and Context

2.3 The District is situated in the East Kent peninsula at the extreme east of the south east region and at the narrowest point of the English Channel. This puts it both at the centre of surface travel to and from continental Europe and on the edge of domestic economic activity. The District stretches from the southern end of the Kent Downs, in the south and west, through undulating landscape to flat marshland associated with the River Stour and Pegwell Bay, in the north. The diverse landscape gives rise to a wide and contrasting range of wildlife habitats, some of which are of national and international importance. Much of the District's downland is an Area of Outstanding Natural Beauty and coastal parts are also Heritage Coast.

2.4 The District's strategic international position has made it a natural point for settlement, invasion, defence and trade. This has led to a particularly rich military history. Much of this is associated with Dover which, when combined with the striking features of the White Cliffs, has elevated the town to an international symbol of resistance to invasion. Dover's location has also enabled it to become home to one of the world's busiest and most successful ports catering for roll-on roll-off freight and passenger traffic, cargo, cruise liners and private yachts. Although this attracts many millions of people to Dover each year only a very small proportion chose to visit the town. In addition, the ferries and the large volume of commercial traffic passing through the town creates air quality issues and, when there are delays at the Port, traffic congestion which can affect many parts of the County and beyond.

2.5 The District is connected to the national trunk road network by the M20/A20 and M2/A2 routes and is served by mainline rail to London. Channel Tunnel Rail Link (CTRL) services are accessible nearby at Folkestone and Ashford. The District is also close to the national growth areas of Kent Thames Gateway and Ashford where major jobs and population growth are planned.

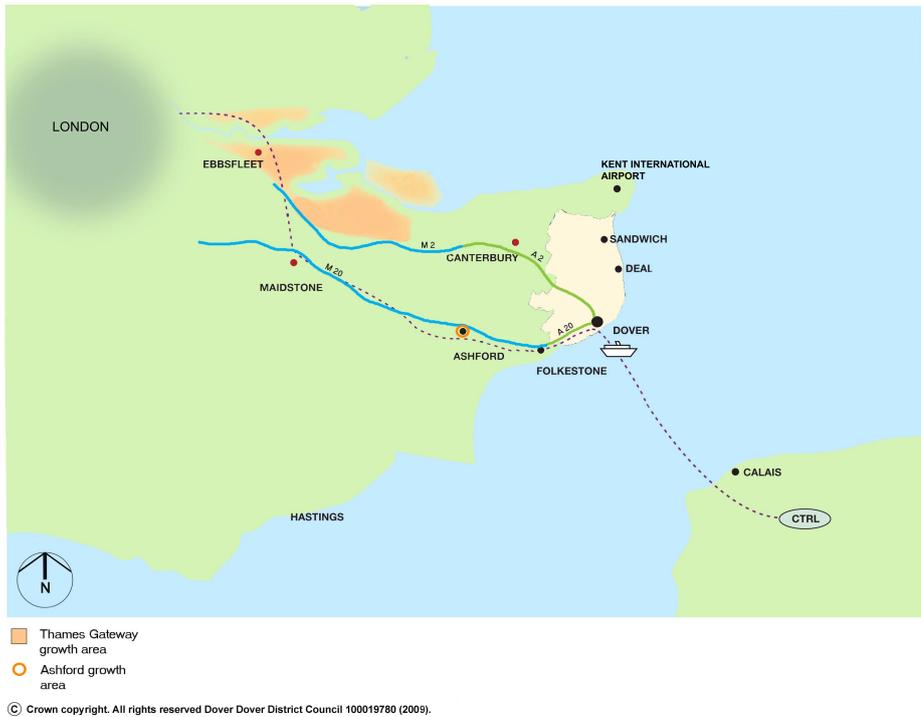


Figure 2.1 Regional Location

2.6 The District contains the three towns of Dover, Deal and Sandwich, and a large rural area with a great variety of villages, including those associated with the former East Kent Coalfield. Mining activity and other industrial uses have, however, left a legacy of derelict and despoiled land in parts of the District which contrasts with the natural and historic beauty of the area. The former mining areas have, though, seen considerable improvements through national regeneration initiatives.

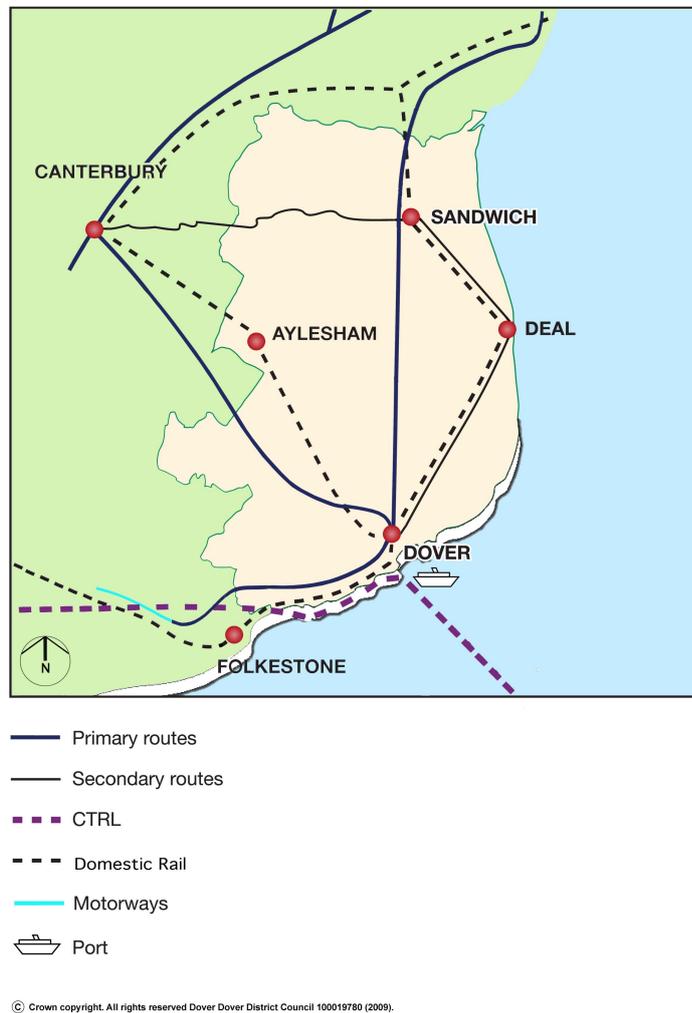


Figure 2.2 Dover District

2.7 Despite its location in the prosperous South East Region and possessing key economic assets, the District, in common with other parts of East Kent, contains pockets of some of the most deprived areas in the Country. Its economy is not generally as strong as West Kent's which, in turn, is not as strong as the rest of the Region. Its town centres compete with the neighbouring centres of Folkestone, Ashford, Westwood Cross and, in particular, Canterbury. In recent years these centres have been improving at a faster rate than Dover and Deal and attract a lot of the District's residents, especially for non-food shopping and leisure.

2.8 All of these factors result in two streams of movement through the District; a considerable and growing movement of strategic traffic, associated with the Port of Dover, combined with more localised movement for work, shopping and leisure. Most of this occurs along transport "spokes" or corridors identified in the Regional Spatial Strategy.

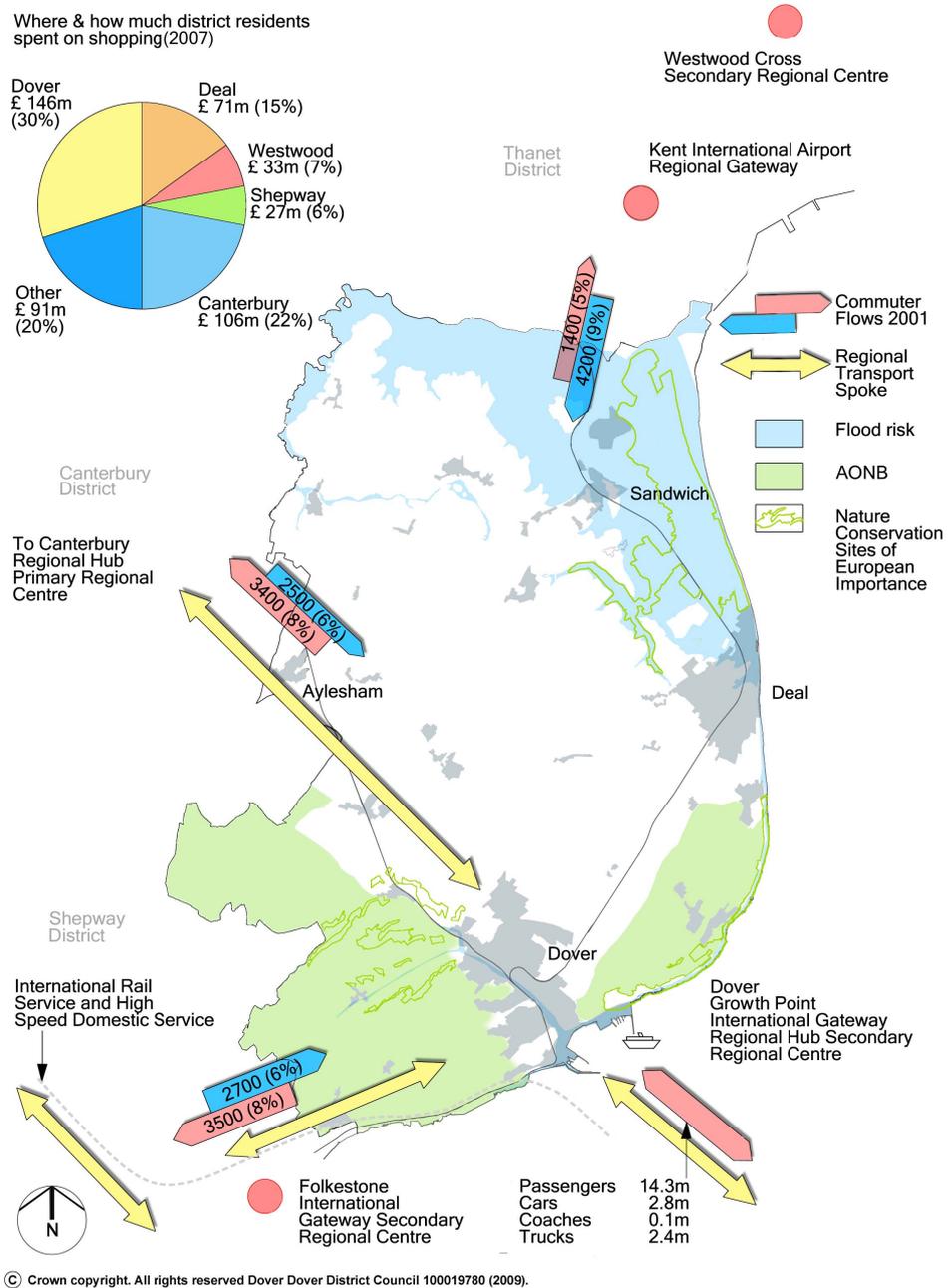


Figure 2.3 Dover District External Factors and Context

Natural Assets

2.9 Natural assets is a general term used to describe landscape, biodiversity, green infrastructure, agricultural land, water, air and renewable energy. These assets play a great part in shaping the character and distinctiveness of the District. Apart from their intrinsic importance they support and influence the quality of life of people living and working in the District and those who visit - two of the District's top three attractions are natural sites; Samphire Hoe and Langdon Cliffs (Source: Dover Tourism Development Plan 2008).

2.10 Dover District has an area of 31,892 hectares, or 123 square miles, with a coastline of 32 kilometres, or 20 miles. The make-up of landform in the District compared with Kent is shown in Figure 2.4. Broadly this indicates that the District is not as built up as the Kent average, is much less wooded but more farmed.

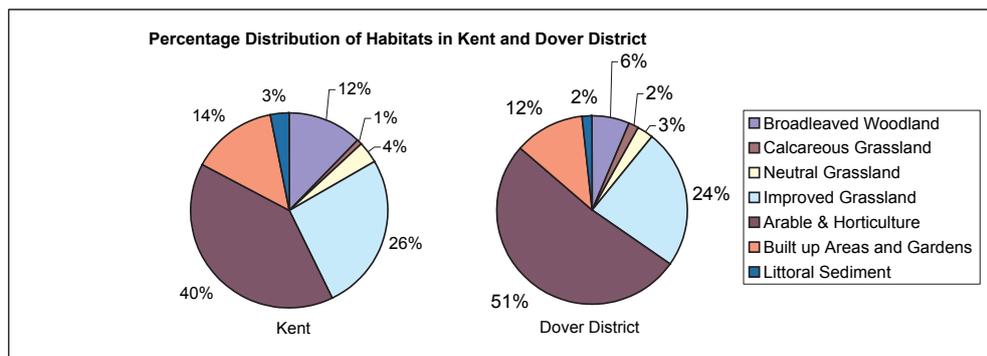


Figure 2.4 Habitat Distribution in Dover District

Source: Kent Habitat Survey 2003

Landscape

2.11 About 6,900 hectares (21%) of the District are designated as part of the Kent Downs Area of Outstanding Natural Beauty (AoNB) and of this 876 hectares (3% of the District) are designated as Heritage Coast, centred on the white cliffs either side of Dover. The Kent Downs AoNB Management Plan provides information on quality, condition and management priorities and the first review document broadly indicates that the condition of the South Foreland part of the AoNB is poor with a priority for landscape restoration and in the Alkham and Capel areas condition is moderate with priority for conservation and creation.

Woodland

2.12 Of the 2,000 hectares of broadleaved woodland in the District around one third is ancient woodland.

Green Infrastructure

2.13 Green infrastructure includes all forms of recreational open spaces and areas of importance or potential for wildlife. The network of green infrastructure is multi-functional providing habitat for wildlife and ecosystems and for a range of human recreational needs. The Regional Spatial Strategy sets out the components of Green Infrastructure as: parks and gardens - including urban parks, country parks and formal gardens, natural and semi-natural urban greenspaces - including woodlands, urban forestry, scrub, grasslands (e.g. downlands, commons and meadows) wetlands, open and running water, wastelands and derelict open land and rock areas (eg cliffs, quarries and pits), green corridors - including river and canal banks, cycleways, and rights of way, outdoor sports facilities (with natural or artificial surfaces, either publicly or privately owned) - including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas, amenity greenspace (most commonly, but not exclusively, in housing areas) - including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens provision for children and teenagers - including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas (e.g. 'hanging out' areas, teenage shelters) allotments, community gardens, and city (urban) farms, cemeteries and churchyards, accessible countryside in urban fringe areas, river and canal corridors, green roofs and walls.

2.14 The District has a very significant wildlife interest reflected in the designation of 2,211 hectares as Sites of Special Scientific Interest, of which five sites also have European designations and are part of the Natura 2000 network of internationally important wildlife sites. The special interest of these areas varies from grassland to shingle, wetlands and shifting sand dunes with species that are associated with the different habitats. As at 2008 Natural England had judged an average of 69% of these sites to be in favourable condition. Unfavourable conditions were largely due to inappropriate management, air pollution and coastal squeeze - where the special interest is confined to a thin coastal strip that is under pressure from agricultural practices and recreational use. Further information can be found in the Habitat Regulations Assessment of the Core Strategy. In addition there are 40 Local Wildlife Sites covering an area of around 3,495 hectares and 6 formal nature reserves, two of which are National.

2.15 There is a wide range of sport, recreational and civic open spaces. These are audited in the Green Spaces Strategy 2004 (<http://www.dover.gov.uk/forwardplanning/Greenspaces.doc>). This also showed that there are issues of insufficient open spaces in some parts of the District and areas where management could be improved. The District's network of green infrastructure, is shown on Figure 2.5. While it is a rich resource it currently displays some stresses resulting in issues of quantity, disposition, quality and equality of access - these issues are broadly identified on Figure 2.5. In addition, the District has 630 km (391 miles) of public rights of way - public footpaths, bridleways and by ways. The County Council's Kent Countryside Access Improvement Plan seeks to improve management of these to enhance access to the countryside.

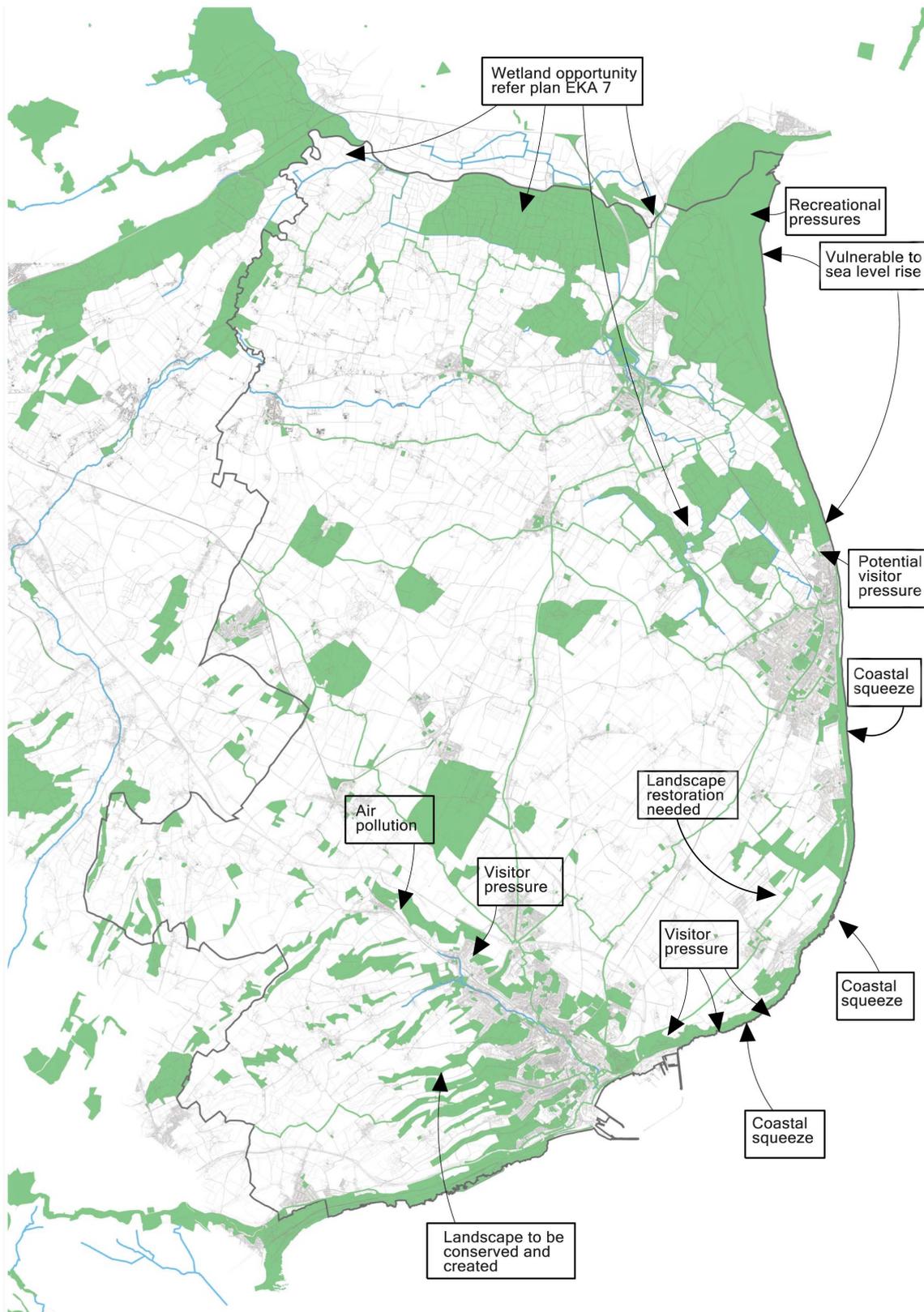


Figure 2.5 District network of Green Infrastructure - Crown copyright. All rights reserved Dover District Council 100019780

Agricultural Land

2.16 There are about 28,110 hectares of agricultural land in the District. Table 2.1 shows that the District has a high proportion of best and most versatile agricultural land (grades 1 and 2) compared with the regional and County averages and that the proportion of non-agricultural and urban land is about half the regional average.

| Grade | South East Region (%) | Kent (%) | Dover District (%) |
|------------------|-----------------------|-------------------|--------------------|
| Grade 1 | 48,347 Ha (2.5%) | 31,647 Ha (9.0) | 6,856 Ha (22.2) |
| Grade 2 | 198,851 Ha (10.4) | 72,578 Ha (20.5) | 7,678 Ha (24.9) |
| Grade 3 | 998,587 Ha (52.4) | 173,828 Ha (49.2) | 11,748 Ha (38.1) |
| Grade 4 | 307,979 Ha (16.1) | 25,847 Ha (7.3) | 1,605 Ha (5.2) |
| Grade 5 | 25,379 Ha (1.3) | 1,178 Ha (0.3) | 223 Ha (0.7) |
| Non Agricultural | 182,208 Ha (9.6) | 23,293 Ha (6.6) | 654 Ha (2.1) |
| Urban | 145,963 Ha (7.7) | 24,934 Ha (7.1) | 2,110 Ha (6.8) |

Table 2.1 Agricultural Land Quality

Water

2.17 The District is one of the drier parts of the region and country. Average annual rainfall in the UK is 1,220 mm, whereas for the region it is 738 mm and 723 mm for the District. The UK Climate Change Impacts Programme 2002 based forecasts indicate under a medium - high emissions scenario increased winter rainfall in Kent of between 25% to 30% decreased summer rainfall between 40% to 50% for the 2050s. Average daily consumption of water per person at 160 litres is lower than other East Kent Districts but higher than the national average of 154 litres (Audit Commission Area Profiles).

2.18 Drinking water is supplied from groundwater sources and local supply is augmented by transfers from Thanet and Canterbury areas. The Environment Agency's Stour Valley Catchment Abstraction Management Plan indicates that all groundwater sources are over-abstracted. In common with most of the region, the District is classified as an area of serious water stress but the southern part has been designated as a water scarcity area in recognition of the pressures on water resources and to enable demand management measures such as compulsory metering.

2.19 The water companies are, through their Resource Management Plans, planning to cater for future demand through a combination of demand management and efficiency measures and then, when necessary, new sources of supply particularly to support the south of the District. Crucial issues for the future are the scale and effectiveness of the demand management and the timing of new infrastructure provision. A disjoint in this process could temporarily constrain development.

2.20 There are four wastewater treatment works serving the District, Broomfield Bank at Dover, Weatherlees Hill north of Richborough (in Thanet District), Dambridge at Wingham, and Eastry. Their operation is regulated by the Environment Agency but, as at 2008, all are operating within their consent limits in terms of flow and quality of discharge. There are no known capacity issues in the treatment works until at least 2020.

2.21 The River Dour catchment has good water quality but the River Stour historically and currently has poorer quality due to high nutrient concentrations, particularly nitrates and phosphates, which affect ecology. The cause of these high concentrations is a combination of wastewater and private discharges and run-off from agricultural land and urban areas. It is a common issue for rivers in the region. It is not necessarily a constraint to further development if the quality of treated effluent can be improved. There is scope to achieve this at Broomfield Bank and Weatherlees Hill. Conditions

are tighter at Dambridge and Eastry and while there is potential to improve effluent quality this is more sensitive to changes in consent levels and value for money considerations. Further details on water issues are provided in the Water Cycle Study 2008.

2.22 Parts of the District are at risk to flooding from a combination of river (fluvial) and tidal (sea) sources, and from localised surface water runoff. At Dover the risk is from flooding associated with the River Dour, while in the north Deal, Sandwich and north and western rural parts of the District it is a combination of sea and river flooding (River Stour), although the sea poses a much greater risk. The risks are detailed in the Strategic Flood Risk Assessment 2008 and broadly indicated on Figure 2.1.

Air Quality

2.23 Dover suffers from air quality issues. The main sources of pollution that contribute to poor air quality are road traffic associated with the trunk roads leading to the Port and from shipping movements in the Port. The Council is working with its partners to take forward Air Quality Action Plans in these areas to improve air quality. The wildlife interest of the Lydden and Temple Ewell Downs Special Area of Conservation is also affected by poor air quality most likely caused by traffic using the A2.

Energy

2.24 Driven by climate change issues there are regional targets to reduce carbon dioxide emissions by at least 20% below 1990 levels by 2010 and by at least 25% by 2015. In support of this the Regional Spatial Strategy includes county based targets for electricity generation from renewable energy sources. The national policy context is evolving in an ever more stringent way.

2.25 The District currently shows very good performance on the reduction of domestic energy consumption. Over the 10 years from 1996, consumption has fallen by more than 20%, in line with targets. This has been achieved mainly through relatively cheap insulation and efficiency measures but it is estimated that more expensive measures will be needed from around 2015 onwards in order to maintain momentum. The District has below South East region average annual per head domestic energy consumption - gas consumption is 10% lower and electricity 13% lower (Sustainable Construction and Renewable Energy Strategy 2008). Consumption is also below most other regional averages in the country. Energy consumption is concentrated at Dover and the Sandwich/Richborough area in non-residential gas use.

2.26 The District's potential for renewable energy production lies mainly in wind and biomass. While wind has most potential, finding acceptable locations for large, more efficient, wind turbines is very problematic. The District does not have a large biomass fuel resource which would mean that local supplies would need to be supplemented by ones from other areas.

2.27 Issues for the future lie in ensuring:

- That new developments incorporate measures to reduce energy demand and to produce energy from renewable sources (through implementation of the national Code For Sustainable Homes and BREEAM standards)
- Acceptable schemes for general renewable energy production are brought forward
- Efficiencies and demand reduction measures continue to be carried out in the existing stock

Historic Assets

2.28 The District has a very large and particularly rich stock of historic assets, which is reflected in the number of formal designations. There are 50 scheduled ancient monuments covering the prehistoric to modern periods with numerically the Medieval period accounting for over half. Archaeological remains also span these periods and although they can be found across the District there are exceptional concentrations at the centres of Dover and Sandwich.

2.29 There are, as at 2008, also about 2,800 listed buildings, and 57 conservation areas which cover 669 hectares. These are concentrated at Dover, Deal and Sandwich (which has an exceptional concentration) but also cover many of the District's villages and hamlets which have a long history of human settlement. There are also nine Historic Parks and Gardens covering 820 hectares.

2.30 These assets play a large part in defining the character of the District and the individuality of settlements. In many cases they reflect the District's strategic coastal location and particularly in Dover's case, its military importance as the closest crossing point to continental Europe. This has given rise to a series of fortifications, most notably the Roman Classis Britannica, Dover Castle, Fort Burgoyne, the Western Heights and First and Second World War fortifications. Although Dover Castle is the District's top attraction, collectively these assets are not used in a way that exploits their full potential.

Population

Demographics

2.31 The District's population has increased in recent decades. In 1981 it was 78,456 and in 2007 it was estimated to be 104,800. The rate of births and deaths has generally been about equal and the population increase is due mainly to net in-migration from internal, rather than international sources. The District's population displays a stronger than average trend of ageing which is resulting in an increase in people over 65 and a reduction of children and people of working age. Average household size at 2.25 in 2007 is one of the lowest in Kent (East Kent Housing Market Assessment 2008).

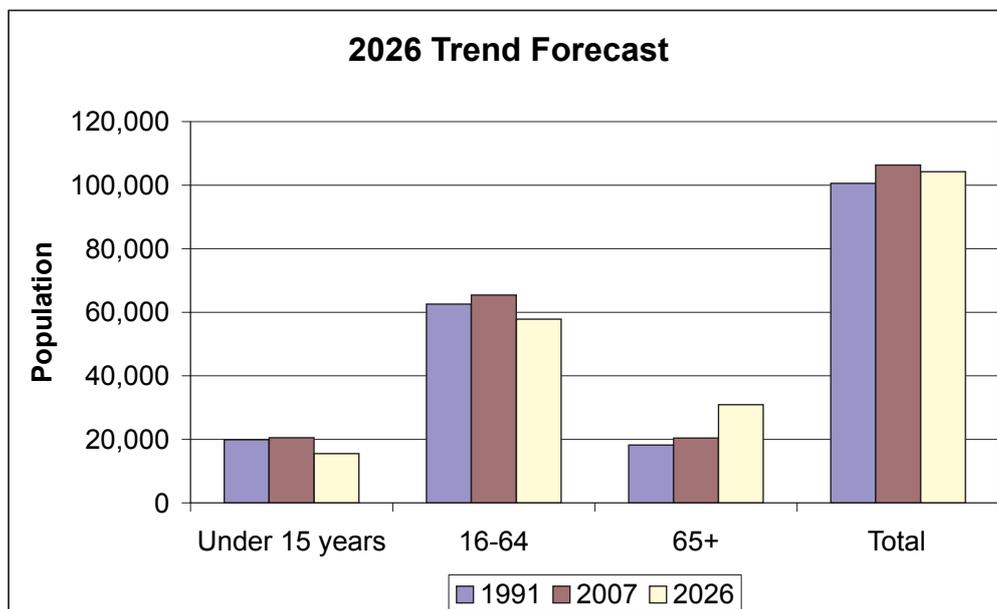


Figure 2.6 2026 Trend Forecast

2.32 Ethnic minorities are a small but growing proportion of total population. The 2001 Census identified the District population's ethnic make-up as 98.5% white British and 1.5% people from other ethnic origins; the lowest such proportion in East Kent. Subsequent information compiled by Kent County Council shows that between 2002 and 2008 the level of migrant workers has increased from around 200 to 700, which is low in total numbers and size of increase compared with the rest of Kent. The proportion of migrant workers from EU accession countries has grown from around 5% to 65% over this period. Overall, in 2008 migrant workers only made up just over 1% of the District's working age population, which is lower than the Kent average (Migrant Workers in Kent, KCC 2008).

Social Disadvantage

2.33 Social and economic deprivation is a significant issue for the District. It is the 153rd most deprived district in the country but in regional terms one of the most deprived areas. There is, however, great variance within the District and the issue is concentrated in a small number of wards.

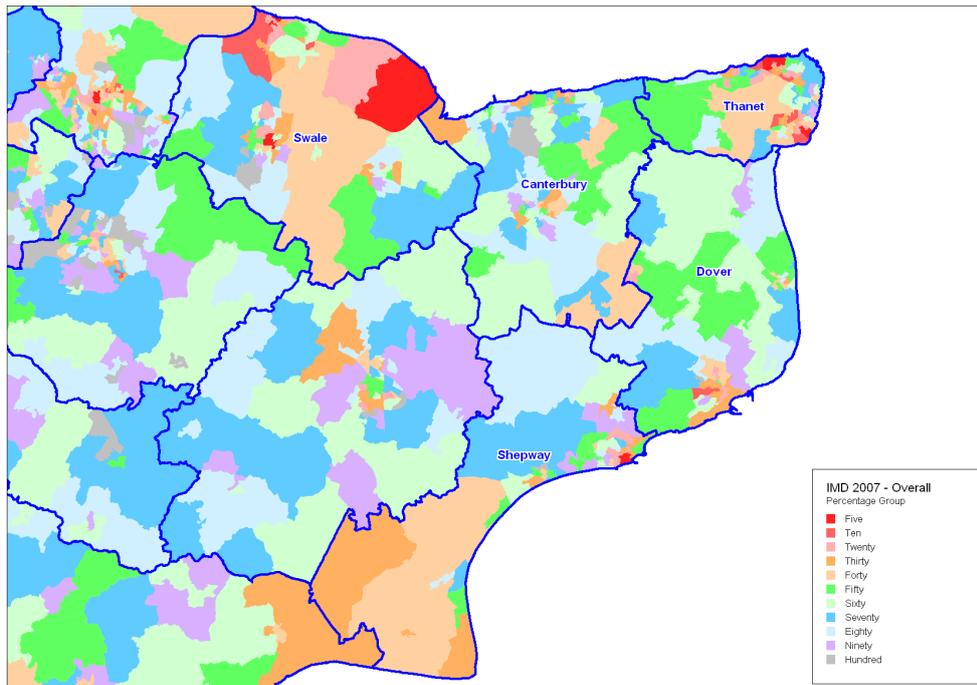


Figure 2.7 Indices of Multiple Deprivation

Health

2.34 Although the 2001 Census indicated a much higher than average incidence of people suffering long term illness more recent health information (Health Profile 2008, Association of Public Health Observatories) shows that the population's health is generally close to the England average. There are however areas of concern regarding the rate of women smoking during pregnancy, the level of physical activity and good health in under 15s and the incidence of diabetes. There is also an issue of health inequality in that the life expectancy of a male from one of the most deprived areas of the District is four years less than that of a male from the least deprived areas.

Education and Skills

2.35 Although the District performs well in terms of the proportion of children leaving school with GCSE level A to C passes, skills levels amongst the working age population are considerably lower than the Kent and regional averages. While at 2006 the District performed around the regional and national averages in terms of those with NVQ level 2 and 3 qualifications, it performed at half the regional average at NVQ level 4 and has 50% more people with no qualifications. Secondary school facilities at Dover and Deal are in need of rejuvenation and in some cases replacement. This is due to be addressed through the national Building Schools for the Future programme. Similarly, further education facilities at Dover are in need of modernisation.

Housing

2.36 The District's housing market is generally not as strong as Kent as a whole and the region. This is reflected in lower than average house prices and the second lowest sales price for new houses per square metre in Kent (Kent Property Market 2007). Volume house builders have not, until recently,

been attracted to the District due to the weaker market conditions and a lack of large development sites. There are great differences in the housing market within the District, especially between Dover and the north of the District where there is a much more positive market perception and average house prices can be double. The Strategic Housing Market Assessment has identified five local market areas within the District.

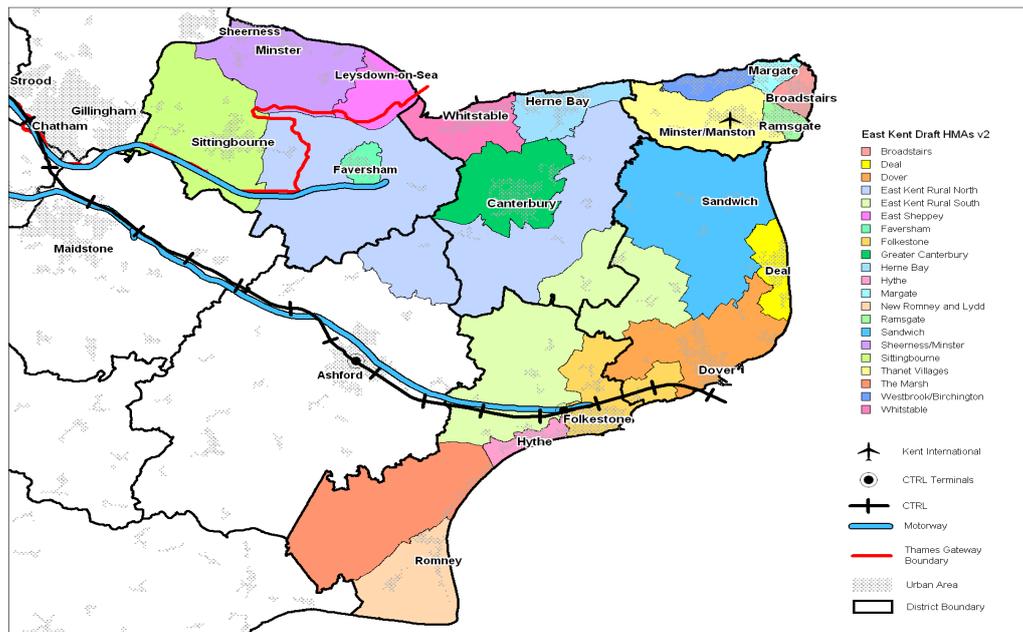


Figure 2.8 East Kent Housing Market Areas

2.37 While affordability issues are not as extreme as many other parts of the region they are, nonetheless very significant and growing. The need for affordable housing has increased due mainly to an increase in the backlog of unmet need and a reduction in stock of socially owned homes as a result of right to buy sales outstripping new building. Affordability issues affect all parts of the District but the Sandwich area has the highest level of unmet need. While there are shortages of all house types, the greatest shortage is for three bedroom and larger houses.

2.38 As a generalisation, the District's housing stock does not offer sufficient choice to meet current needs in terms of affordability, type and size and quality. The District, and especially Dover, contains significantly more terraced housing than the regional average, much of which is private pre-1920s and associated with poor condition. There is also a much higher than average amount of homes that are long-term vacant. The stock is not sufficiently suited or adaptable to the needs of the elderly and those with health problems. The evidence also indicates that there is not enough housing at the high end of the market that appeals to working age people moving into the area.

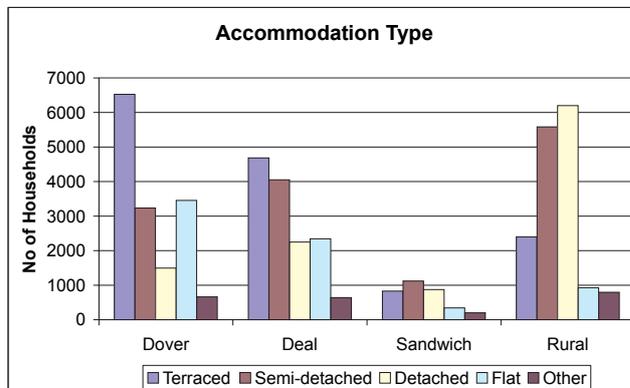


Figure 2.9 Housing Stock

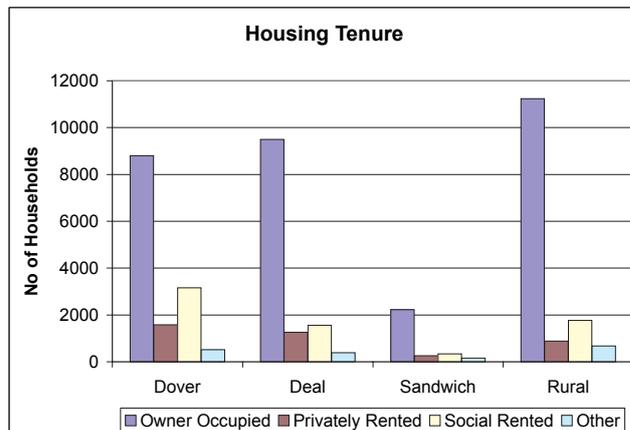


Figure 2.10 Housing Tenure

2.39 The above graphs indicate the housing stock imbalance at Dover, which has a high amount of terraced housing and flats. It consequently has fewer semi-detached and detached homes. This, combined with areas of poor housing condition, is an important factor in Dover's low appeal in the housing market.

2.40 While there is clearly a great deal of mismatch between needs and what the housing stock offers, recent years to 2008 have seen increases in the rate of new house completions and some larger development sites have become available, accompanied by greater interest and activity from large housebuilding companies.

Economy

2.41 The local economy underwent a period of structural changes during the 1980s and early 1990s. This was due to the closure of the East Kent coalfield, and the introduction of Eurotunnel services and changes in European Union regulations on international freight movement, which combined to greatly reduce operations at the Port and in related industries. This resulted in large-scale job losses and an overall decline in jobs at a time when the rest of the region experienced jobs growth. Since that time the economy has recovered well with growth particularly in the financial and public services, and distribution, hotel and restaurant sectors.

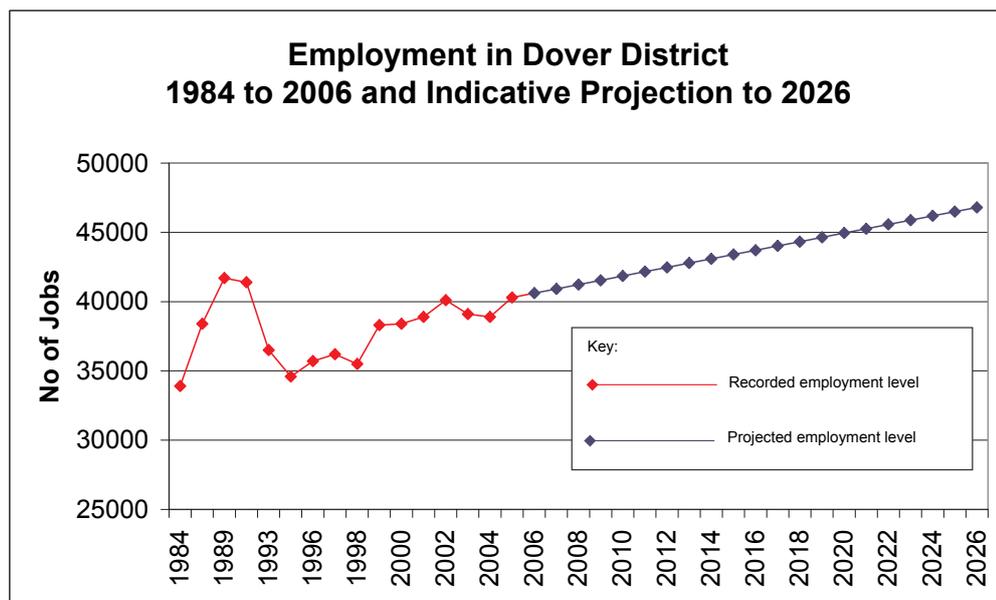
2.42 The structure of the local economy at 2005 had, in particular, above average concentrations in the water transport, research and development, and distribution, hotel and restaurants sectors compared with Great Britain (Dover District Economic Review 2008).

2.43 There is, however, an issue of polarisation in the economy between lower value/lower skill jobs and higher value/higher skill jobs in sectors that do not relate to each other (Business Development Strategy 2007). This has produced an unusual profile where the District is both leading in the size of its knowledge based employment and lacking in the size of its professional/technical/managerial offer. Overall despite improvements, in common with most of East Kent, the District lags behind the rest of Kent and the region on performance measurements such as unemployment, business start-ups, density of businesses, productivity, skills levels and economic activity rates. While average gross annual earnings are close to the England and Wales average they are 10% lower than the regional average.

2.44 The District's tourism economy is the fifth largest in Kent with a 2006 based estimated value of £199m total business turnover (Dover Tourism Development Plan interim update 2008). Tourism visits are focused at Dover - designated as a Tourism Gateway in the Regional Spatial Strategy. Dover accounts for 98% of the District's 700,000 annual visits to key attractions (Dover Castle is the top attraction). In addition there are 250,000 cruise ship passengers using the Port and 800,000 visits to the De Bradelei Wharf shopping outlet at Dover Wellington Dock. As a destination Dover's strengths are high awareness, strong history, quality of countryside and closeness to France.

2.45 There are however indications of under-performance. Average visitor spend is lower than Kent's, visits to some key attractions have declined, as have trips by overseas visitors in terms of both day visitors and those who stay overnight. Other key issues at Dover are poor perceptions, no destination hotel, general quality of restaurants, shops, entertainment and public areas, and strength of links between dispersed attractions. Overall, tourism is under-achieving its potential.

2.46 There is a good supply of land for employment generating development but historically a difficulty in overcoming implementation issues - especially the provision of infrastructure. This situation is changing and, in addition, the Business Development Strategy 2007 has shown that business confidence at that time was high and that there were very good prospects for continued jobs growth. Economic projections indicate potential for minimum growth of 4,000 jobs by 2016 and a total of 6,500 by 2026, provided there is a sufficient supply of appropriately skilled labour.



Picture 2.1 Employment in Dover District 1984 to 2006 and Indicative Projection to 2026.

2.47 Jobs growth is forecast to be concentrated in the financial and business services, public services, and distribution, hotels and restaurants sectors (see Dover District Economic Review 2008). The growth comprises 5,000 jobs identified through econometric forecasting plus an additional 1,500 planned jobs growth focused at Dover.

| | 2006 | 2026 | Change 2006-2026 | |
|--|---------------|---------------|------------------|------------|
| Agriculture etc | 1,980 | 1,870 | -110 | -6% |
| Mining & Quarrying | 0 | 0 | 0 | 0% |
| Manufacturing | 5,890 | 4,630 | -1,260 | -21% |
| Electricity, Gas, Water | 0 | 0 | 0 | 0% |
| Construction | 2,950 | 3,450 | 500 | 17% |
| Distribution, Hotels & Catering | 8,820 | 10,940 | 2,120 | 24% |
| Transport & Communications | 5,240 | 4,640 | -600 | -11% |
| Financial & Business Services | 6,820 | 9,360 | 2,540 | 37% |
| Government & Other Services | 15,990 | 17,760 | 1,770 | 11% |
| Sub Total | 47,680 | 52,670 | 4,990 | 10% |
| Plus net additional jobs from planned developments | | | 1,570 | |
| Total | 47,680 | 54,240 | 6,560 | 14% |

Table 2.2 Employment Projections

Source: Dover District Economic Review 2008 and Cambridge Econometrics, LEFM 2008

Travel and Transport

2.48 The District, and especially Dover, is a focus for transport routes. The Port of Dover is the UK's premier port for roll-on roll-off freight traffic and the leading passenger port. It is also a major port for cruise liners and a marina for private yachts. The District is served by two trunk road routes, the A20/M20 and A2/M2, connecting London with Dover and the A256 principal route to Thanet. Mainline rail services connect to London via Ashford and via Canterbury and also run to Thanet, and National Express coach services run from Dover. Regular bus services connect the main settlements to other nearby centres although, in common with most rural areas, services to smaller villages are infrequent. In recognition of Dover's transport importance it is designated as an International Gateway and as a Regional Hub in the South East Plan.

2.49 Although there is an extensive transport network serving the District and the quality of rail rolling stock and of buses has improved dramatically in recent years, there remain issues about quality. Rail services to London are slow and have reinforced the peripherality of the District. The District also contains the only remaining single carriageway sections of the A2. Rail services are however set to improve dramatically when Dover becomes served by the new high-speed services using the Channel Tunnel Rail Link from the end of 2009. This is estimated to reduce the journey time to London by around 30 minutes and bring Dover into a viable commuting time - the District currently has the lowest level of London commuting in Kent.

2.50 Strategic traffic using the Port is essentially transit and has a harmful effect upon the urban environment in Dover in terms of congestion, severance, noise and air quality. Delays at the Port can cause traffic problems across the County and beyond when Operation Stack is put into effect. Despite these issues of strategic traffic management, this part of the trunk road network is the only part in the region forecast to have spare capacity over the period to 2026. The strategic traffic issues

are magnified by the forecasts for increases in freight traffic using the Port, which have led the Harbour Board to develop proposals for the construction of a new ferry terminal in the Western Docks. This is set to become the second busiest such terminal in the country - after Dover Eastern Docks.

2.51 The Dover Transport Strategy 2007 found that, assuming normal conditions at the Port, the road network has link capacity but experiences problems at some junctions. Any future growth would need to be facilitated by improved walking, cycling and public transport provision and road junction improvements. The road system at Deal is tightly constrained and has limited ability to support growth without significant improvement.

2.52 In terms of commuting, the District has a high self-containment rate (proportion of those living and working in the same District) at 73%, compared with a County average of 63%. Of those workers who commute in most come from Thanet, Shepway and Canterbury. Shepway and Canterbury are the main employment centres for those commuting out (National Census 2001). Private car is by far the dominant means of transport.

Shopping and Leisure

2.53 The District's main shopping centres of Dover (the principal centre) and Deal have seen increasing competition from centres in neighbouring Districts notably Canterbury, Westwood Cross, and to a lesser extent Folkestone, which dominate this part of East Kent. Consequently there is very little expenditure attracted to the District from other areas and the District only retains around 46% of total expenditure. Of this, convenience spend retention is 71% and comparison retention 33% (KCC Retail Need Assessment Study 2007). In 2007 Dover town centre had a turnover of £74m, the 14th largest of Kent's 37 centres, Deal £44m (19th) and Sandwich £7m (30th). In contrast Canterbury's turnover was £439m. Dover, in particular, is under-performing as a centre especially in relation to the range and quality of non food shopping.

2.54 Nonetheless, there is considerable potential for additional shopping facilities in the non-food sector, particularly at Dover (Retail Need Assessment Study 2008 Update). This potential would increase if the quality of new developments enabled the District to retain a larger share of residents' expenditure.

2.55 The District's indoor leisure facilities are restricted principally to two small cinemas at Dover and Sandwich and sports/leisure centres at Dover, Deal and Sandwich, although those at Dover and Deal are becoming outdated.

Towns and Villages

2.56 **Dover** is the District's principal town, the major jobs base (commuting is split two-thirds in to one-third out), an international gateway and transport centre, and renowned in many countries for its dramatic landscape setting between the White Cliffs, its military heritage and port. Despite this most of the social and economic issues facing the District are concentrated at Dover which is reflected in the number of its wards with a high incidence of multiple deprivation. Its population is declining, choice offered by the housing stock is too narrow and skewed towards terraced housing. Some of the stock is in poor condition. The town centre has a restricted range of facilities and is not popular with residents. Some large-scale out-of-centre shops serve wider needs and help to retain custom in the District but do not benefit the centre.

2.57 While Dover's location provides an exceptional and defining setting, the steep topography has resulted in a linear character to the town with development following the bottom of valleys. This has produced a rather long and stretched town centre and also restricts the options for urban expansion.

2.58 The quality of its public realm areas, including the river, requires great improvement in order to provide places of interest which also link the individual parts of the centre and make walking and exploration enjoyable. Although the town is renowned for its Castle and Cliffs it lacks modern buildings of interest or stature which could themselves become symbols of Dover in the future.

2.59 Overall, the picture is of a town with a positive international profile but is under-performing for local people and visitors. Yet it has great natural and cultural assets that should be used more effectively.

2.60 Deal has an overriding seaside residential character, which is the root of its appeal. Although served by mainline rail services it is located away from the principal road network and its highway system is quite constrained. Consequently, commercial activity tends to be small-scale, locally based, and dominated by town centre businesses, short stay tourism and a growing market for golf. Not surprisingly it sees a considerable amount of out-commuting to neighbouring employment centres - especially Dover and the Richborough area. The redevelopment of the former Betteshanger Colliery, just to the north of Deal, presents the best opportunity to redress this. The town centre is characterised by small-scale development on a historic street pattern, which only offers limited scope for expansion, but the centre is nonetheless well thought of by residents.

2.61 The North Deal area is, however, associated with issues of higher unemployment, low economic activity, relatively poor educational attainment and perceptions of crime and anti-social behaviour. This part of Deal is poorly served in terms of youth, health and community facilities and, as it was associated with the former colliery, it has been included into the National Coalfields Programme to aid rejuvenation. Community facilities are also lacking in the Middle Deal area. The northern part of Deal, and the countryside between Deal and Sandwich, is subject to the risk of tidal flooding which is a constraint on development. Parts of the countryside here contain internationally important wildlife sites.

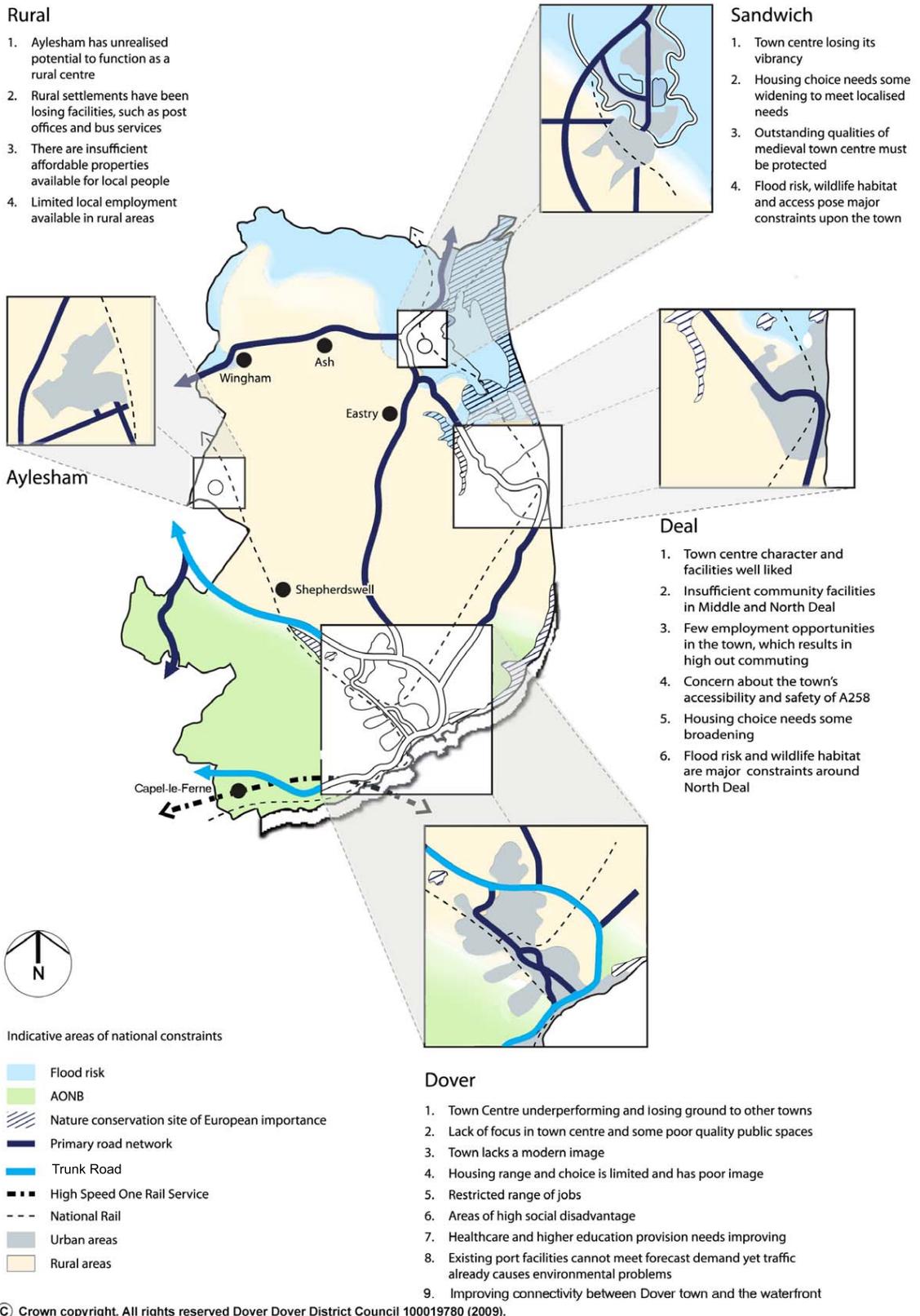
2.62 Sandwich is a historic Cinque Port and market town on the River Stour, renowned for its medieval street pattern and high concentration of listed buildings. The town centre serves the daily needs of the town itself and neighbouring villages, and is a tourist attraction. Town centre shops are however showing signs of stress due to reducing levels of trade but the centre remains well thought of by residents. The Richborough area to the north of Sandwich is a major employment centre containing a pharmaceuticals research and development complex of international importance, other smaller-scale industry and brownfield areas suitable for commercial redevelopment. An international golf course lies to the immediate east of the town, and a second golf course of national importance lies to the north east of the town, both of which are important contributors to the local economy and profile of the area.

2.63 The local housing market is strong at Sandwich with high demand and price levels and consequently a higher affordability gap for those in housing need. The town is, however, subject to a number of constraints including the nature of the existing road network of the medieval core. It is set in a predominantly flat landscape, where careful account must be taken of the scale and location of new development, to avoid any harmful impact. Much of the town is at risk of flooding, especially from the sea, and account must be taken of this constraint in determining the location and amount of new development.

2.64 The District's extensive **rural area** contains a great diversity of settlements, in terms of character, size and facilities. They range from the planned villages associated with the former East Kent coalfield to the villages and hamlets that have their origins in farming. In common with most rural areas the main concerns revolve around the retention of services and facilities, the level of public transport, the need for more housing that can be afforded by local people and traffic management.

2.65 The former coal mining areas are undergoing a programme of regeneration. As part of this the village of Aylesham has been identified in the Structure Plan and Local Plan saved policies for expansion aimed at improving its sustainability through increased population and housing choice, improved shopping and community facilities and environmental enhancements. It would then act as a rural centre.

2.66 The main features of the current picture of the District are illustrated in Figure 2.12.



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Figure 2.11 District Portrait

Diagnosis

Issues

2.67 The Picture of the District shows that it is a very diverse area with highly contrasting characteristics, many of which are positive. Some of these contrasts, however, are so strong that they reveal social, economic and environmental imbalances. These are summarised below. They are not set out in any order of importance although it is considered that the demographic issues are fundamental. Many of the imbalances are inter-related and are best thought of as a series of connected issues, rather than separate items.

Social

- Current trends indicate the population is set to decline and age rapidly - and the number of children and people of working age will reduce to such an extent that they will not be able to sustain the local economy
- The skills profile of the population is significantly below Kent and regional averages
- District residents have some above average health difficulties, particularly relating to physical activity amongst children and to health inequalities
- There are significant concentrated multiple deprivation issues, particularly at Dover
- The housing stock, especially at Dover, does not offer sufficient choice in terms of size, quality and tenure and a significant amount is in poor condition
- There is a growing issue of housing affordability that to varying degrees affects all parts of the District
- District residents think that shopping and commercial leisure facilities, especially at Dover, do not meet their needs

Economic

- The local economy's performance lags behind the County and regional averages on measures such as productivity, gross value added, business stock and economic activity
- Land and property values are relatively low and can make some developments unviable
- The economy is polarised between lower and very high value businesses
- Notwithstanding the above, there are good prospects for employment growth but these could be undermined by an insufficient local workforce in terms of both size and skills
- The tourism sector is under-developed and the International Gateway has created a transit rather than destination function for Dover - many millions of people pass through but few visit
- A high proportion of non-food shopping leaks to centres outside the District

Environmental

- The District's location makes it particularly susceptible to the forecast impacts of climate change
- The District's rich wildlife and landscape resource is not coherently managed to fully realise its scientific and cultural potential
- The District has a rich and varied built heritage which requires protection but at the same time is an under-performing economic asset
- Traffic using the International Gateway creates local environmental stresses
- The quality of town centre public areas and of new buildings is too low, especially at Dover

2.68 The degree to which these imbalances occur varies throughout the District, which has fundamental implications for shaping the overall strategy.

Dover

2.69 All of the imbalances occur to a high degree in Dover. Although the District's principal town there is a serious imbalance between its status and overall performance. This indicates that action at a fundamental level to bring about a high degree of change is needed.

Deal

2.70 Imbalances at Deal are fewer and of a much lesser order than at Dover. This suggests that the approach needs to be generally more one of fine tuning which consolidates and develops its current appeal and addresses local issues, although issues affecting North Deal are more pronounced.

Sandwich

2.71 As with Deal imbalances are fewer and of a more localised scale, which again indicates that a finer grain approach is most appropriate.

Rural Area

2.72 The extent and diversity of the rural area indicates that a selective and carefully crafted strategy is needed. The issues connected with the former mining areas, in particular the Aylesham area, indicate this is where the highest degree of action is needed. Beyond this, the position of the largest villages to continue to offer a range of facilities to both their own residents and those of neighbouring settlements, needs to be consolidated. At the other villages and hamlets the issue is more one of retention of services and improvements where possible, coupled with addressing very localised needs - particularly affordable housing and employment opportunities.

Other Plans

2.73 The Core Strategy must take account of other relevant plans and strategies. In particular the Strategy must be consistent with the Regional Spatial Strategy, the Local Transport Plan and Community Strategies. It should also take account of the District's designation in 2008 as a national Growth Point (focused on the Dover area), the Regional Economic Strategy and the saved provisions of the countywide Waste and Minerals Local Plans.

2.74 The context review of the Sustainability Appraisal for the Core Strategy has considered all relevant policies and programmes that relate to the District and found the main themes to be:

- A priority for overall regeneration
- A need to address the social and economic issues associated with the former coalfield
- Diversification of the local economy
- Improvement of transport communications
- Improvement of the delivery of skills training.

2.75 The context review also identified additional sustainability issues

- Dover town is underperforming
- Port traffic causes air quality issues
- A low level of investor interest
- A lack of business start-up space

- Poor delivery of higher and further education to serve the area
- Pressure on water resources
- A decline of sustainable countryside management
- The need to ensure that development does not erode local character and distinctiveness.

2.76 The Core Strategy's diagnosis recognises the policy issues identified in other plans through the context review. In addition, a more detailed cross-check with key policy documents shows that

- It reflects the 8 general themes in Vision for Kent (the Community Strategy for Kent) and the three identified issues for Dover District of the need to tackle transport pollution, increase investment and jobs, and reduce social exclusion in deprived areas
- It is broadly consistent with the themes and projects identified in the Dover District Community Strategy 2003 to 2010, but this strategy is not up-to-date and is due to be reviewed
- It has a close alignment with the analysis in the Regional Spatial Strategy (RSS) proposed changes version and the priorities in the Regional Economic Strategy (RES)
- The Local Transport Plan for Kent is largely an objective based plan with themes for East Kent identified as accessibility and social inclusion, sustainable regeneration and environment. The Plan recognises air quality and traffic management issues associated with the Port of Dover and promotes improved accessibility through the East Kent Access scheme to improve the A256 link with Thanet.

More specifically, the Core Strategy needs to be aligned with the following RSS policy requirements:

- Exploit the potential of the high speed rail service from 2009
- Develop Dover's international gateway and regional hub functions, including appropriate Port development to support growth in traffic
- Diversify and enlarge research and manufacturing, focused at Dover and the Sandwich/Richborough area
- Provide for a minimum of 10,100 new homes in the District but concentrated at Dover (with an indicative 30% District affordable housing target)
- Promote new higher and further education at Dover
- Complete the regeneration of the former coalfields
- Develop Deal's local service functions and mixed employment consistent with the town's scale and character
- Develop conservation and enhancement of coastal wildlife habitat, especially wetlands in the Lower Stour area
- Promote active pre-planning to facilitate infrastructure and development delivery

2.77 In addition, the RES has the following targets over the period to 2016 that are of particular relevance to the local economy:

- Annual average per capita increase in gross value added of 3%
- Annual average per worker increase in productivity of 2.4%
- A 35% increase in the business stock
- Maximise the number of people ready for work at all skills levels
- Increase economic activity rates by 3%

Drivers of Change

Looking ahead over the plan period and beyond and taking account of the District's issues and the wider policy context, the Core Strategy must respond to the following key elements, or drivers of change:

- Economic outlook - although the national and global economy has entered a downturn and recession the Core Strategy is a long-term plan and needs to ensure that, when the economy recovers, local conditions are conducive to enabling forecast business and jobs growth to be realised and the economy diversified
- Ageing population - the structural ageing of the population puts pressure on the ability to support economic growth and increases the need for support services for the elderly; if the economy is to be supported by a sufficient local workforce population growth will be required
- Reducing household size - this trend increases demand for new homes in order to accommodate the same level of population; it also has implications for the type of homes required
- Climate change - it is likely that the Country will see more extreme weather events, including hotter and drier summers, flooding and rising sea levels and permanent changes to the natural environment. There are also likely to be economic and social impacts that may well disproportionately affect the most vulnerable in society. The coastal location of the District in the extreme south east of the country means that it will have to take particular account of rising sea levels, drier summers and shorter periods of heavier rain combined with having wards with some of the highest levels of deprivation in the region. Measures to help reduce the level of local greenhouse gas emissions and to be more efficient with water will need to be employed
- Technological change - the pace of change has quickened in recent decades and, combined with the above pressures, indicates that the Strategy will need to be flexible enough to accommodate changing demands and that buildings need to be designed in a more flexible way
- Place-shaping - commercial pressures can easily result in development that lacks individuality and sense of place. Cumulatively this can erode the character of an area. The Strategy needs to ensure that development creates or reinforces an appropriate sense of place and local distinctiveness through design and quality measures. No more so than at Dover where urban quality is often lower and where most growth and change is set to occur

3 The Strategy

Aim and Objectives

Aim

3.1 To achieve a better balance in the social, environmental and economic issues identified in the previous chapter, enable the District to reach its full potential, and meet its Growth Point and Regional Spatial Strategy objectives, the Core Strategy has the following aim:

Aim

To transform Dover into a leading town in the region and regenerate the District so that economically and socially it equals or out-performs the region.

Commentary

Drawing on its international profile and using the catalyst of new high speed train services to London from 2009, the expansion of Dover Docks and other planned developments together with the exceptional quality of its natural and historic assets the District will re-position and project itself as a desirable place to live, work and relax.

Economic growth will be supported by an improved range, flexibility and quality of housing which will also better accommodate local needs. Growth will be used to promote higher quality design that reinforces local distinctiveness and sense of place, a more efficient use of natural resources, more healthy lifestyles and a reduction in social inequalities. Improved education and training facilities will ensure that local people are better equipped to join the active workforce.

The Strategy will focus on Dover town where there is most need for action but also where there is most potential. A comprehensive range of action will be followed across wide social, economic and environmental fronts. A strong programme of urban regeneration will be supported by planned urban expansion and a step-change in public transport provision. The scale of growth presents the opportunity for the town to create a more sustainable pattern of living. Improvements to town centre appearance and facilities and to transport systems need to accompany the uplift in housing, population and jobs growth. People will want to come to Dover because it offers easy public transport access to London and continental Europe, employment opportunities, distinctive, competitively priced housing, waterfront lifestyle, and a strong town centre in an unrivalled natural and historic setting.

At Deal, Sandwich and the large rural area the Strategy will be selective responding to more localised needs although some of these, especially at Deal and Aylesham are more significant. Deal may have a larger role to play in contributing to the growth strategy if the constraints of the north and middle Deal areas can be overcome and the potentials realised. At Sandwich the strategy will seek to maintain and strengthen the nearby employment centre and support the Town's service centre, tourism and leisure functions. Elsewhere development will be focused on the larger and more sustainable rural settlements and within this there will be a general priority on protecting the qualities of the built and natural environments, particularly those that have a special designation.

The Strategy will be realised through a coordinated programme based upon a close relationship between infrastructure provision and the creation of new jobs and homes. The Council will continue to develop joint working with all relevant partners and take the lead role in overseeing the Strategy. Major growth will take place in the second half of the Strategy period and beyond; this is when most transformational change will take place.

Objectives

3.2 In order to focus action, measure progress and fulfil the aim a set of District objectives has been developed. These objectives have undergone sustainability appraisal and are consistent, or not in conflict with, the sustainability objectives (see the accompanying Sustainability Appraisal). There are, however, two exceptions to this; the potential impacts of Objective 1 on air pollution and biodiversity and of Objectives 1 and 2 on reducing the need to travel, encouraging alternatives to the car and making best use of existing transport infrastructure. Much depends on the means by which these objectives are attained and it is therefore necessary for the Strategy to include mitigating and/or compensatory measures - see objectives 8 to 12. It is important to note that the District objectives are not the same as the sustainability objectives because they derive from the specific circumstances of the District, whereas the sustainability objectives are more generalised.

The District objectives, not in any order of priority, are to:

1. Foster population growth particularly in working age families to support forecast growth in the local economy - focused at Dover
2. Transform Dover to become a location of choice to live, work, visit, shop and spend leisure time and be a beacon for the District
3. Deliver sufficient additional housing to broaden the range and improve the quality and market perception of the District's, and especially Dover's, housing offer and meet the changing needs of the population
4. Address more localised needs for employment, housing and community facilities at Deal, Sandwich and the rural area promote the employment area to the north of Sandwich and investigate whether constraints in the Middle/North Deal area can be overcome and additional potential realised
5. Ensure that the local economy performs to or exceeds the County and regional averages
6. Have no areas falling within the 20% of those most deprived in England
7. Improve residents' skills levels closer to the County averages
8. Improve ease of travel to, from and within the District for both people and freight; concentrate development where it can best align with facilities and reduce the need for travel, especially at the Regional Hub of Dover; encourage walking, cycling and public transport through the provision of new facilities
9. Maintain and enhance the District's biodiversity, natural environment inheritance, open spaces and outdoor sport and recreational areas to create a coherent network of green infrastructure that can better support wildlife and human health
10. Ensure the intrinsic quality of the historic environment is protected and enhanced and that these assets are used positively to support regeneration, especially at Dover
11. Use natural resources more efficiently especially, land for housebuilding, water and energy, produce less waste and increase recycling
12. Mitigate and adapt to the forecast impacts of climate change, in particular on the water environment and biodiversity
13. Ensure that the Strategy's infrastructure needs are identified and that required infrastructure is provided at the right time
14. Ensure the delivery of the Strategy through active intervention by the Council and through continuous partnership working with public, private and voluntary sectors

3.3 These objectives are a comprehensive package of measures that must be achieved as a whole. Whilst progress is likely, in practice, to be faster on some at any one time, mechanisms will be put in place through the delivery plan to ensure overall sufficiently rounded progress. The effectiveness of these measures will be monitored. Some of the District objectives are cast in a way that allows direct monitoring, while others set a direction of travel – monitoring of these will rely more on assessing progress on meeting targets derived from the objectives (see the monitoring section in Chapter 5).

Strategy

3.4 Through the process of preparing the Core Strategy the Council has tested four broad growth Options for their ability to fulfil the aim and objectives. These were characterised by differing levels of housing provision but had wider implications for matters such as, the structure of the population, the ability of the potential local labour force to support economic growth, the amount of additional retail growth that could be supported, re-balancing the housing market, transport system and stress on the natural environment. The options tested were:

- Low Growth - 6,100 homes, based on a continuation of trends and the original provision in the draft Regional Spatial Strategy
- Medium Low Growth - 8,100 homes which became a level recommended in the Panel Report to Government
- Medium High Growth - 10,000 homes which is reflected in the minimum requirement set out in the Government's proposed changes to the RSS
- High Growth - 14,000 homes based around the recommendations of the Dover Regeneration Strategy

3.5 The options and an assessment of their merits are set out in the Preferred Option version of the Core Strategy and its accompanying Sustainability Appraisal and further detail can be found in the evidence base research. The conclusion of this options work is that the highest option has the best overall alignment with the aim and objectives, the ambitions of Growth Point and the minimum requirements of the Regional Spatial Strategy.

The housing provision at up to 14,000 new homes is above the minimum 10,100 requirement to 2026 in the emerging Regional Spatial Strategy. The Council has taken this course for the following reasons:

- National policy in PPS12 encourages a long-term view to be taken in Core Strategies that provides a clear indication of direction beyond the stated plan period
- A longer-term view can provide greater certainty for communities and for investors, particularly in relation to infrastructure issues
- The higher amount of housing has a greater capability to address the issues facing the District, in particular, supporting labour supply and forecast economic growth
- It provides greater flexibility - while land for up to 14,000 homes will be allocated the target is to complete a minimum of 10,100 by the end of 2026, consistent with the emerging Regional Spatial Strategy. Should the market wish to take these up at a faster rate, or the Regional Spatial Strategy requirements be reviewed upwards, the local planning framework is in place without the need for an immediate review of the Strategy.

3.6 The evidence base and the Sustainability Appraisal indicates that the high growth Strategy will need to be supported by a considerable level of infrastructure (although many elements of this would be needed to support the other growth options) and, not surprisingly, it would have the highest impacts on the natural environment which will need to be avoided wherever possible, mitigated or, if not possible, compensated. Impacts on the historic environment are less clear-cut but the same stepped process of avoidance, mitigation and compensation will need to be employed. These matters are developed in Chapter 5.

The Strategy's Key Features are to:

- Realise forecast growth in the local economy including up to 6,500 more jobs
- Support a forecast population increase of around 15,500 which will increase the potential workforce by some 4,300 people. Combined with other measures to increase the proportion of people in work, this would provide a workforce to support the forecast jobs growth of around 6,500 without the likelihood of a significant increase in in-commuting
- Reduce the ageing trend of the population structure (child age group to reduce by only around 1,200) while planning to meet the needs of older people (over 65s likely to increase by around 12,500)
- Allocate land for around 14,000 new homes with the aim of providing at least 10,100 by 2026
- Provide homes that meet the changing needs of the home population but that also attract working age people and families to the District
- To realise around 54,000 square metres gross of additional shopping floorspace and reduce the need for residents to make shopping trips outside the District
- Concentrate these actions at Dover to enable its transformation
- Support these actions with the necessary range of infrastructure, including green infrastructure
- Make better use of historic assets at Dover
- Ensure that where possible new development plays its part in addressing climate change issues by reaching higher than national minimum standards regarding use of natural resources and renewable energy

Settlement Hierarchy and Development Distribution

3.7 The District contains two urban areas, a market town and great variety of villages. A clear planning approach towards them is necessary based upon an understanding of their current characteristics and function and any aspirations for the future. A settlement hierarchy has therefore been developed to set out the general role of individual settlements and to provide a basis for the distribution of development across the District. The hierarchy also seeks to ensure that the District's residents can access a range of services and facilities with the minimum need to travel, and that when travel is necessary there is a choice which includes public transport.

3.8 The Government's general strategy is to focus new development at urban areas, to take advantage of existing services and facilities and to underpin urban revival, and at rural centres where it can help the settlement to function more sustainably. This approach has been developed at the regional level in the Regional Spatial Strategy, which identifies Primary and Secondary Regional Centres, but leaves the identification of other centres for Local Development Frameworks. Dover is identified as a Secondary Regional Centre and is also an International Gateway and Regional Hub. This is consistent with the Core Strategy's focus on Dover.

3.9 The Council has carried out a review of its towns and villages (see Dover District Settlement Review and Hierarchy) in order to develop the settlement hierarchy. A strong feature of the District's make-up is the large rural area which contains a wide range of settlements. This varies from two relatively large centres with a concentration of services and facilities to hamlets, which often have no, or minimal, community facilities. In between, there is a range of villages which have markedly different

characteristics. The largest of these play a role in providing services that support other communities and, subject to suitable opportunities, could support a greater degree of new development. It is therefore considered that these should be separated in the Hierarchy.

3.10 The Settlement Hierarchy is:

- **Secondary Regional Centre** - major focus for development and concentration of higher order public services and facilities in the District; suitable for the largest scale developments and transport improvements
- **District Centre** - secondary focus for development in the District; suitable for urban scale development and should provide a good range of public services and facilities
- **Rural Service Centre** - main focus for development in the rural area; suitable for a scale of development that would reinforce its role as a provider of services to a wide rural area. It should provide primary health and social care, education facilities (at least primary school), emergency services, organised sport and recreational facilities, food and other shopping facilities, including a Post Office, and be accessible by frequent (hourly) bus and train services
- **Local Centre** - secondary focus for development in the rural area; suitable for a scale of development that would reinforce its role as a provider of services to its home and adjacent communities. It should provide primary health and social care, education facilities, outdoor sports facilities, retail facilities including a Post Office and be accessible by a frequent (hourly) bus or train service
- **Village** - tertiary focus for development in the rural area; suitable for a scale of development that would reinforce its role as a provider of services to essentially its home community. It should provide primary education facilities, community recreation area, at least one shop and be accessible by a bus or train service
- **Hamlet** - all other settlements in the rural area; not suitable for further development unless it functionally requires a rural location

3.11 The Council's work on settlement review has assessed the facilities, functions and accessibility of the District's towns and villages and as a result it is proposed that the settlement hierarchy is applied as follows.

Policy CP 1

Settlement Hierarchy

The location and scale of development in the District must comply with the Settlement Hierarchy. The Hierarchy should also be used by infrastructure providers to inform decisions about the provision of their services.

| Settlement Type | Function | Town/Village |
|---------------------------|---|---|
| Secondary Regional Centre | Major focus for development in the District; suitable for the largest scale developments | Dover (including the built-up parts of the parishes of River, Temple Ewell and Whitfield) |
| District Centre | Secondary focus for development in the District; suitable for urban scale development | Deal (including the built-up parts of the parishes of Sholden, Walmer and Great Mongeham) |
| Rural Service Centre | Main focus for development in the rural area; suitable for a scale of development that would reinforce its role as a provider of services to a wide rural area | Sandwich - established Aylesham - proposed* |
| Local Centre | Secondary focus for development in the rural area; suitable for a scale of development that would reinforce its role as a provider of services to its home and adjacent communities | Ash Capel-le-Ferne Eastry Shepherdswell Wingham |
| Village | Tertiary focus for development in the rural area; suitable for a scale of development that would reinforce its role as a provider of services to essentially its home community | Alkham, East Langdon, East Studdal, Elvington, Eythorne, Goodnestone, Kingsdown, Great Mongeham, Lydden Nonington, Preston Ringwould, Ripple St. Margaret's, Staple West Hougham, Woodnesborough, Worth |
| Hamlet | All other settlements in the rural area; not suitable for further development unless it functionally requires a rural location | All other settlements |

* The Structure Plan and saved District Local Plan policies propose village expansion and enhancement at Aylesham which would enable it to function as a Rural Service Centre.

3.12 The settlement hierarchy informs the distribution of development in the Core Strategy (see Policy CP3), and will be used to inform decisions on other LDF documents, particularly the Site Allocations Document, and decisions on planning applications. The majority of development within

the District will take place at Dover with levels of development also taking place at Deal along with the Rural, Local Service Centres and Villages dependent on their role as employment, retail and service centres, their level of accessibility and environmental and infrastructure constraints. In order to help operate the Hierarchy through the development management process Policy DM1 in the Development Management section of the Core Strategy proposes settlement boundaries for planning purposes and sets out how these will be used to help judge the acceptability of individual development proposals. The maintenance of the Hierarchy is also reliant on the decisions of infrastructure providers, in particular health, education, Post Office and transport. A reduction in services could mean that a settlement no longer performs its role in the Hierarchy, with resultant implications for planning policy, while any increases in services should be appropriate to the position of a settlement in the Hierarchy.

Settlements need to maintain their range of facilities together with public transport links in order to maintain their position in the Hierarchy. The Hierarchy should therefore help inform both planning decisions and the decisions of service providers in prioritising investment. Full regard should be given to the implications of such decisions for the maintenance of the Hierarchy.

3.13 The diagram below shows the spatial pattern of the hierarchy together with public transport links and the location of nearby centres outside the District. The hierarchy is robust enough to ensure that all residents have reasonable access to a range of facilities taking account of the urban and rural characteristics of the District and the proposed Rural Service Centre at Aylesham.



Figure 3.1 Map Illustrating District Settlement Hierarchy

Provision for Jobs and Homes

3.14 The Strategy requires land to be allocated for job creating development and for housing. The allocations will be made through the Site Allocations Document, except where land is allocated in the Strategy through strategic allocations.

3.15 For the purposes of allocating land job creating development consists of employment (B class) uses and retail and associated (A class) uses. The requirement is expressed in the amount of gross floorspace to be provided. Housing allocations are expressed in terms of the number of new homes to be provided. The Strategy seeks to allocate land for up to 14,000 homes and to deliver a minimum of 10,100 of these by 2026 as required by the South East Plan. Of the 14,000 homes, land for 7,750 is allocated through the strategic allocations and the saved Local Plan provisions for Aylesham. Land to accommodate the balance will be allocated through the Site Allocations Document.

Policy CP 2

Provision for Jobs and Homes between 2006 - 2026

Land will be identified for:

| Floorspace (m ²) | | | Total Additional Housing ² | Housing Allocation Through Strategic Allocations and saved provisions for Aylesham | Balance of Housing to be Allocated Through the Site Allocations Document |
|-------------------------------|---|---|---------------------------------------|--|--|
| Employment (see Table 3.1) | Retail Allocation Through Strategic Allocations | Balance of retail floorspace to be Allocated Through the Site Allocations Document ¹ | | | |
| Around 200,000 | 35,000 | 19,000 | 14,000 | 7,750 | 6,250 ³ |

¹ The majority of this floorspace is in the Deal/Sandwich trade area (see Table 3.2). If it could be accommodated it would improve the functioning of these centres and could improve retention of spending power. Both centres are, however, constrained by a tight urban grain and historic environment and it may not be possible to accommodate this level of new floorspace.

²Regional Spatial Strategy (policy EKA7) includes an indicative 30% target for the proportion of total housing that should be provided as affordable, as defined by the terms of policy H3 of that Strategy. The provision of affordable housing is considered in greater detail in Development Management policy DM5.

³ This is a gross figure. The actual amount of housing to be allocated through the Site Allocations Document will be 6,250 less the number of commitments (unimplemented planning permissions and saved Local Plan allocations) and completions achieved between 2006 and the time of preparing the Document.

Job Creating Development

3.16 The Strategy is based upon supporting the local economy to reach its full potential and in particular to realise the potential for 6,500 jobs growth by 2026. Jobs growth will occur across various sectors of the economy (see Chapter 2, Table 2.2). For planning purposes these are grouped into "employment" uses (meaning office, research, industrial, storage and distribution - the B category uses in the Use Classes Order), retail and related uses (shops, cafes, restaurants, pubs, financial

services - the A category uses), hotels (C category) and leisure (D category). Growth will also occur in public services such as education and health which do not necessarily fall into any of these categories but will contribute to total jobs growth.

Employment

3.17 With regard to employment development, the Business Development Strategy indicated potential for some growth to be accommodated in existing premises but the remainder will require additional development on existing business premises and development on new sites. The District already has a large supply of sites with planning permission and committed through saved Local Plan policies together with spare capacity in the Richborough area, that is sufficient to support the Strategy. The supply and its distribution throughout the District are shown in Table 3.1.

| Area | Capacity (gross floorspace m ²) | | Area Sub-Total |
|----------|---|------------------------------------|----------------|
| | Saved Local Plan Allocations | Unimplemented Planning Permissions | |
| Dover | 50,000 | 106,000 | 156,000 |
| Deal | 11,500 | 24,000 | 35,500 |
| Sandwich | 104,000 | 7,000 | 111,000 |
| Rural | 29,000 | 16,000 | 45,000 |
| Total | 194,500 | 155,000 | 347,500 |

Table 3.1 Committed Employment Land Supply (derived from the 2007/08 Commercial Information Audit - floorspace rounded to the nearest 500 m²)

3.18 The Employment Land Review 2009 found that of the 4,990 projected jobs increase around half can be expected to arise in employment (B class) sectors - see also Core Strategy paragraph 2.47 and Table 2.2. The Review found that around 226,500 m² of additional employment floorspace is needed to support this growth. The additional 1,570 forecast jobs, which make up the total jobs growth of around 6,500, arise from planned developments at Dover Western Docks Terminal 2, Dover Waterfront and Dover St James's. These developments will generate jobs in B class and other sectors (such as retail and leisure) on sites that are additional to employment land.

3.19 In order to ensure that there is a sufficient level of employment land supply, the Site Allocations Document should carry forward land allocations at around the level and distribution set out in Policy CP2 and Table 3.1. The Document should also consider whether, in order to safeguard the supply of employment land, it is necessary to allocate sites that have the benefit of unimplemented planning permission, in addition to the protection offered by Policy DM2.

3.20 Finally, the Document should consider the need to prioritise sites for specific types of employment use, drawing on the findings of the Employment Land Review 2009, which indicated that the greatest need, and therefore priority, is for sites that are suitable for B1 uses.

Retail

3.21 The Retail Need Assessment Study (2008 Update) identifies that the Strategy will create potential for additional retail development in both convenience and comparison shopping categories. When, however, existing pipeline developments are taken into account the potential reduces, especially for convenience shopping. The principal pipeline developments are the conversion of comparison premises to convenience in Bridge Street, Dover and the St. James's redevelopment in Dover. The potentials are based upon a continuation of 2007 based market share. Retail growth potential, net of pipeline development, for the 2006 to 2026 period is shown in Table 3.2. This is based on housing growth of 10,100 homes over the period.

| Period | Dover Trade Area | | Deal/Sandwich Trade Area | |
|--------|------------------|------------|--------------------------|------------|
| | Convenience | Comparison | Convenience | Comparison |
| 2011 | -10,800 | 1,000 | 300 | 2,300 |
| 2016 | -9,700 | 10,600 | 900 | 5,800 |
| 2021 | -8,400 | 22,000 | 1,500 | 10,200 |
| 2026 | -6,800 | 35,700 | 2,300 | 16,000 |

Table 3.2 Retail Growth Potential (by trade area, in cumulative square metres of gross floorspace rounded and net of pipeline development)

3.22 The Table indicates that the majority of demand is in the Dover area. Within Dover the completion of pipeline developments would result in an oversupply as shown by the negative figures in the table. Growth in comparison shopping occurs in strength from around 2016 onwards reaching levels capable of supporting substantial development which, with qualitative improvements, could improve market share. This needs to be harnessed to ensure that it improves the centre.

Hotels, Leisure, Cafés, Financial Services

3.23 The evidence base has identified potential for additional hotel accommodation at Dover in various categories. There is potential for additional budget accommodation (partly catered for in the St. James's pipeline development), a niche hotel and an upper mid range hotel of around 200 bed-spaces. The provision of an upper mid range hotel is particularly important in supporting the uplift of Dover as a place to visit and could provide additional leisure facilities that would benefit local people. Provision of other commercial leisure development (such as a multiplex cinema) is based on wide catchment areas and is more subject to competition from other neighbouring centres which already have such facilities. Nevertheless, there is potential provided that a high enough quality opportunity can be presented to operators. In addition, there is considerable need and scope for improved eating, drinking and other related town centre uses that should be incorporated with the proposals to meet the shopping potentials outlined above. The opportunity must also be taken to improve indoor recreational facilities through dual use of new secondary school facilities provided through the Building Schools for the Future programme.

3.24 Elsewhere in the District potential demand for a mid range hotel has been identified at Deal allied to the potential to develop the golfing offer of the three courses that lie between Deal and Sandwich. This will be taken forward through the investigation of the Middle/North Deal area. The investigation will also include consideration of the potential and merits of providing for retail development if it proves to be the case that not all the forecast demand can be accommodated in Deal and Sandwich town centres or edge-of-centre locations. At Sandwich, the combination of its historic importance, and international and national golf, offers the opportunity for an increased contribution to the tourist economy of the District.

Tourism

3.25 There is considerable opportunity to improve tourism, especially at the Dover Tourism Gateway, which would generate additional employment. Much of this revolves around making much better use of historic and natural assets allied to the improvements in shopping, cafés, hotels etc. mentioned above and to the public areas of the town centre. Many of these assets are spread apart and new ways of connecting them to encourage visits to a network of attractions rather than a single one, as at present, need to be developed. This would help the town to take better advantage of the cruise ship trade and the two hour domestic travel market, including the new possibilities that will be brought about through the high speed train service to London.

3.26 In 2008 Dover was awarded considerable funding under the Sea Change Programme to start to tackle these issues. Amongst other things, this has enabled English Heritage to commence major improvements at the Castle designed to increase visitor numbers and length of stay and to investigate

improving connections with the town centre. The proposed development of a second ferry terminal at the Dover Western Docks will enable relocation of the marina from Wellington Dock into a new highly visible sea front area. Wellington Dock will become available for redevelopment and has the potential to create a multi-use waterfront area that would make a great contribution to improving town centre and visitor appeal.

At Dover the Core Strategy's strategic allocations at Dover Waterfront and Mid Town will accommodate as much of the comparison retail potential as possible and take opportunities to ally this to improvements in the provision of leisure, eating, drinking, hotel and related uses. The Site Allocations Document will make allocations for any further development, as necessary. The full potential of public dual use of any new leisure facilities provided through the Building Schools for the Future programme must be realised.

Distribution of Housing Allocations

3.27 The broad distribution of land to be allocated for housing development to meet the requirements of Policy CP1 is guided by the Strategy objectives and the Settlement Hierarchy.

3.28 The Strategy and Hierarchy seek to concentrate development at the urban areas, but especially Dover where there is more strategic need to do so and more potential. Subject to the outcome of further investigation of the Middle/North Deal area, Deal provision is of a lower order geared around meeting local rather than strategic needs. Provision at Sandwich is also geared around meeting localised needs. Within the rural area there is a wide variety of settlements many of which are suitable to accommodate some development. Of these, Aylesham is the most substantial and the Strategy includes its strategic expansion which accounts for about 7% of total provision. Account has also been taken of the distribution of land with potential for housing development that has been identified in the Strategic Housing Land Availability Assessment to ensure that there is a reasonable prospect of implementing the proposed distribution of housing requirements.

Policy CP 3

Distribution of Housing Allocations

Land will be allocated to meet the housing provisions of Policy CP2 in accordance with the following distribution:

| | |
|-----------|---------------|
| Dover: | 9,700 (70%) |
| Deal*: | 1,600 (10%) |
| Sandwich: | 500 (5%) |
| Aylesham: | 1,000 (7%) |
| Rural: | 1,200 (8%) |
| Total: | 14,000 (100%) |

* Subject to investigation of Middle/North Deal

3.29 These are intended to be broad proportions that can be varied in relation to the disposition of suitable land for development, so long as the basic relationships in the Settlement Hierarchy are not undermined. The figure for Deal could be varied upwards if justified by the investigation. The distribution also indicates the locational priorities for employment land provision, retail and leisure, and new infrastructure.

3.30 Individual sites to meet these housing provisions will be allocated in the Site Allocations Document and through strategic allocations in the Core Strategy. The Strategy proposes four strategic allocations at Dover with a minimum housing component as follows:

- Dover Waterfront - 300 homes
- Dover Mid Town - 100 homes
- Former Connaught Barracks - 500 homes
- Whitfield urban extension - 5,750 homes
- Total - 6,750

3.31 In addition, land is allocated at Aylesham for 1,000 homes through saved Local Plan policies. This gives a total of land for 7,750 homes that is committed outside the Site Allocations Document. Land to meet the balance of 6,250 homes (less unimplemented commitments and completions since 2006) must therefore be allocated through the Site Allocations Document in accordance with the distribution set out in the box below.

The Site Allocations Document shall allocate land for housing development to meet the following requirements inclusive of completions since 2006:

- Dover - 2,950 homes
- Deal - 1,600 homes
- Sandwich - 500 homes
- Rural - 1,200 homes
- **Total - 6,250 homes**

3.32 The housing requirements should be taken as minimum targets, rather than ceilings, so that once land has been allocated they could be exceeded through additional suitable brownfield sites, redevelopments and conversions and through acceptable increases in the density of allocated sites.

3.33 The more detailed level of work required for the Site Allocations Document may result in adjustments to the numbers and proportions set out above. These will be acceptable provided that they do not diminish the overall total of housing to be delivered and are consistent with the Settlement Hierarchy. This detailed work must ensure that maximum use is made of suitable brownfield land in order to reduce the use of greenfield land wherever possible.

3.34 For many years over 90% of housing development has been achieved on previously developed (brownfield) land. It will not be possible to maintain this very high figure. The Council has extensively researched the availability of brownfield land that could be suitable for housing redevelopment. The Strategic Housing Land Availability Assessment has been used to inform the expected contribution from brownfield land (around 43%) and therefore also the scale of greenfield land (around 57%), that would be needed to meet the overall requirements. The brownfield land component of the Strategy is below the national target of 60%. The target is, however, an average and by definition there will be areas above and below. If the District is to fulfil its Growth Point and local Strategy requirements there will have to be a substantial use of greenfield land. Figure 3.2 shows the likely sources of land required to meet the Strategy's housing provisions by District sub areas.

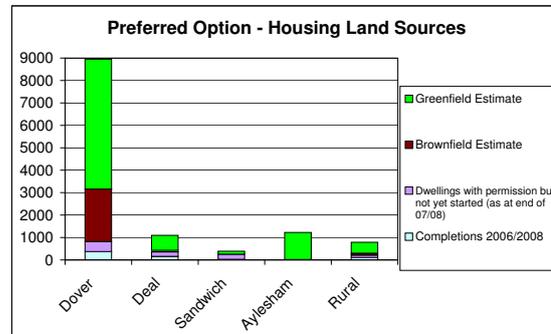


Figure 3.2 Housing Land Sources

Housing Quality

3.35 Housing development takes up more space than any other form of building and is a major determinant of the character of a place. The quality of the environment created influences lifestyle and behaviour, particularly in terms of physical and mental health, propensity towards crime and anti-social behaviour, and the use of private motor transport. Quality in the context of this Strategy relates to appearance and standards that deal with these issues together with the ability of buildings to adapt to the changing needs of its occupants over time and to help mitigate and adapt to the likely effects of climate change. The national Code for Sustainable Homes deals with adaptability issues and this is considered in the Development Management Annex of the Core Strategy. The policy approach towards the provision of affordable housing is also included in this Annex.

3.36 National policy (in particular PPS1 and PPS3) and Regional Spatial Strategy Policy H5 emphasise the need to attain higher quality development especially in terms of designs that are appropriate to their surroundings and are locally distinctive. This is supplemented by other national guidance such as the Manual for Streets and advice from the Commission for Architecture and the Built Environment. More localised and detailed guidance is provided in Kent Design, which has been adopted by the Council as a Supplementary Planning Document. The Council will always apply this guidance in its planning decisions but in order to better understand how this guidance should be applied in any one case it is important to have a full appreciation of the purpose and context of the development.

3.37 As set out in Policy CP3, the Strategy envisages different levels of housing development in different parts of the District in response to their varying needs and characteristics. In general terms the Strategy proposes housing development in order to affect a locality's housing market for one or more of the following purposes. To:

- Create, substantially extend or re-balance the housing stock, market offer and appeal
- Reinforce but not change an area's housing offer
- Restore and improve an area's offer where it is in decline or stress

3.38 It is important to understand the purpose of housing development in a particular area as this has a substantial bearing on the approach towards appropriate design and house type issues. In reality there may be elements of all three purposes combining but the dominant purposes of the Strategy's housing provisions are set out in the following table together with the local housing market where they apply and the main issues to be addressed.

| District Area | Dominant Housing Provision Purpose | Main Issues |
|---------------|------------------------------------|---|
| Dover | Create and restore | Re-balance the stock away from traditional small-scale terrace housing dominance, improve quality of appearance and standards of sustainable construction, provide family housing but also cater for ageing population. Improve environment and housing standard of areas with low quality issues. Improve overall market appeal and image. |
| Deal | Reinforce | Reflect existing character of the area while taking any opportunities to improve design standards. |
| Sandwich | Reinforce | Reflect existing character of the area while taking any opportunities to improve design standards. |
| Aylesham | Create | Uplift the village through improved housing choice, standards and improved community services and facilities. Re-balance the stock to better cater for small and larger households and broaden tenure choice away from social housing. |
| Rural | Reinforce | Reflect existing character of the area while taking any opportunities to improve design standards. |

3.39 Where the purpose is to create - Design will have a leading role in shaping the new market that is to be created in a way that addresses the existing deficiencies. It must introduce a level of quality that is currently missing that enhances the market image and appeal of the area. The danger to be guarded against is the creation of a place that is not sufficiently related to the existing community. There will be a need to incorporate landmark features in the largest developments, foreground buildings, vistas and focal points.

3.40 Where the purpose is to reinforce - The local housing market will be performing well and the emphasis will be on the maintenance of existing characteristics. Larger developments should incorporate foreground buildings and create vistas and focal points whereas small scale developments will generally provide background buildings.

3.41 Where there is a need to restore - There will be more of a need to create foreground buildings, and possibly a landmark building when there is a suitable site, in order to provide a new community focus. It will be important to identify and address the reasons for the need to restore the housing market and this could lead to the need, for example, to create new open spaces or carry out environmental improvements and traffic management on a urban renewal basis.

3.42 The projections of household types in the Strategic Housing Market Assessment 2008 indicates that across East Kent there will be growth in couples with no children and single person households and a decline in couples with children. For those single person and couple no children households who can afford to buy their home it should not be assumed that they will want a small flat or house. Typically they have the largest disposable incomes and tend to purchase the maximum that can be afforded rather than to only meet their needs. The Assessment also indicated that residents' aspirations lie more towards semi-detached and detached housing. Overall, the Assessment indicates that there will need to be emphasis on the provision of semi-detached and detached housing in the mid and upper price ranges. The provision of such housing is also crucial to broadening Dover's housing base and making it a more attractive offer.

3.43 The Housing Market Assessment identified the following broad split of demand for market housing (in rounded percentages) based upon the profile of projected newly forming households in the District:

- 1 bed homes - 15%
- 2 bed homes - 35%
- 3 bed homes - 40%
- 4 bed homes - 10%

These proportions should be used to inform decisions on the housing mix of development proposals seeking planning permission and in masterplanning work. They will need to be adjusted by market information on the housing needs and preferences of people moving into the District (which is important in supporting regeneration objectives) and any specific site and design considerations. Planning applications should provide a clear explanation of how these factors have been brought together to justify the proposed mix - see also policy DM5 regarding the mix of affordable housing. Regard should also be had in determining the housing mix to meet the specific housing needs identified in the Strategic Housing Market Assessment.

3.44 With regard to density, national policy in PPS3 sets a national minimum indicative density of 30 dwellings net per hectare (dph) and encourages the development of higher local standards. Policy H5 in the Regional Spatial Strategy sets an overall regional target of 40 dph net. The Core Strategy seeks to contribute to the regional target by adopting the 40 dph target as the minimum average to be achieved across the District. Rather than set blanket density standards the Strategy's approach is to encourage the achievement of higher density (and more efficient use of land) as a function of the design process led by a careful consideration of the purpose and context of the development, as set out above. The density of development on sites allocated for development in the Core Strategy will be established in masterplans. The Site Allocations Document will set a minimum density as a benchmark for the preparation of masterplans and planning applications.

The need for the design process to take full account of the purpose of development, efficient use of land through high densities and the attainment of new standards of sustainable construction (see Policy CP5) are likely to result in design solutions that evolve the form of traditional house types. This must be achieved in a way that provides market appeal and creates a sense of place and local distinctiveness.

3.45 Planning applications for residential development other than small sites (producing 10 or more net new homes) should consider and justify their proposals, through their accompanying design and access statement, in terms of purpose, mix and density as set out in this section and develop an appropriate design which restores, reinforces or creates locally distinctive development. This process should seek to achieve the highest density that is consistent with the design and acceptable in all other respects. The Council will use the Building for Life guide (produced by the Commission for Architecture and the Built Environment) to help assess how well proposals have responded to these issues. The Site Allocations Document will set out requirements and guidance on these matters for its housing allocations.

Policy CP 4

Housing Quality, Mix, Density and Design

Housing allocations in the Site Allocations Document and planning applications for residential development for 10 or more dwellings should identify the purpose of the development in terms of creating, reinforcing or restoring the local housing market in which they are located and develop an appropriate housing mix and design taking account of the guidance in the Strategic Housing Market Assessment and the need to create landmark, foreground and background buildings, vistas and focal points. Density will be determined through this design process at the maximum level consistent with the design. Density should wherever possible exceed 40 dwellings net per hectare and will seldom be justified at less than 30 dwellings net per hectare.

Sustainable Construction

3.46 The District's susceptibility to the forecast effects of climate change have been identified in chapter 2. The construction methods and standards of buildings can help reduce these effects and ensure better adaptability to changing circumstances. The Government has identified this issue as a priority (see the Planning and Climate Change Supplement to PPS1). The Regional Spatial Strategy takes this forward through Policies CC4 and NRM 11 and, amongst other things, encourages local planning authorities to consider whether there are local circumstances that warrant the introduction of requirements that are higher than prevailing national standards.

3.47 The national Code for Sustainable Homes (2006) is the Government's preferred system for measuring the performance of new homes. The Code has six levels with mandatory requirements at each regarding energy and water usage, materials, surface water run-off and waste. It also covers the categories of pollution, health and well-being (which incorporates Lifetime Home Standards), management and ecology but with flexibility over which standards to choose to achieve a specific Code rating. The attainment of higher Code levels requires the incorporation of renewable energy production and implies a move towards higher density development. The Government intends to bring in the Code's energy and water standards through stepped changes to the Building Regulations (to achieve level 3 from 2010, level 4 from 2013 and level 6, zero carbon, from 2016).

3.48 The national Sustainable Construction Strategy, 2008, set out an ambition for all new non-domestic buildings to be zero carbon from 2019. Currently, there is not a non-domestic equivalent of the Code but the Building Research Establishment Environmental Assessment Method (BREEAM) is a voluntary assessment scheme that covers the management, health and well-being, energy, transport, water, materials and waste, land use and ecology, and pollution aspects of non-residential building performance. This is the most comprehensive assessment tool available to judge non-residential buildings and its standards range from pass to good, very good, excellent and outstanding.

3.49 The District's particular sensitivities to the likely impacts of climate change combined with water resource issues, the opportunities for renewable energy production and the scale of development required by the Strategy justify sustainable construction requirements in advance of the proposed national programme. While Policy CP5 will apply to all new development the scale and character of the Strategic Allocations provide scope for additional requirements which are set out in the Chapter 4.

Policy CP 5

Sustainable Construction Standards

New residential development permitted after the adoption of the Strategy should meet Code for Sustainable Homes level 3 (or any future national equivalent), at least Code level 4 from 1 April 2013 and at least Code level 5 from 1 April 2016.

New non-residential development over 1,000 square metres gross floorspace permitted after adoption of the Strategy should meet BREEAM very good standard (or any future national equivalent).

Where it can be demonstrated that a development is unable to meet these standards, permission will only be granted if the applicant makes provision for compensatory energy and water savings elsewhere in the District.

The Council will encourage proposals for residential extensions and non-residential developments of 1,000 square metres or less gross floorspace to incorporate energy and water efficiency measures.

3.50 Planning applications for these types of development should demonstrate how they would comply with these standards through the development of energy and water strategies that could form part of their Design and Access Statement and will need to submit the appropriate post-construction certificates.

3.51 One way in which developments that are unable to meet the standards of Policy CP5 onsite could achieve commensurate energy and water savings elsewhere in the District would be to make a financial contribution to the Council to enable it to help fund schemes that would make the savings. The Council will publish updates of energy and water efficiency schemes that will be eligible and the cost per tonne of carbon dioxide and per cubic metre of water saved.

Spatial Considerations

3.52 This section sets out and develops the spatial proposals of the Core Strategy in greater detail in relation to the individual parts of the District. It looks first at how the District's network of green infrastructure can be strengthened to help successfully accommodate development and measures that can be taken to help reduce demands on natural resources. The amount and location of different types of development and how these can be integrated into the different parts of the District are then considered. This is summarised on the Key Diagram and the final section sets out main items of infrastructure that are required to support the strategy.

Dover

3.53 The Dover area consists of urban wards and the built-up parts of the parishes of River, Temple Ewell and Whitfield which form a continuous built-up area. They also have a strong functional relationship with the urban wards, for example, commuter trip patterns (Dover Transport Strategy)

3.54 The town is primarily situated in the floors of steep sided valleys within the Kent Downs. This provides a spectacular setting but also a constraint. Topography dictates that the town is long and rather narrow with "fingers" of development branching off the main valley (which contains the River Dour) in a westerly direction. This produces an urban pattern of north/south and east/west grains. The centre itself reflects the topography and is long and narrow and consequently suffers from a lack of focus and central point of gravity. Apart from pedestrianisation works and the Discovery Centre, the town centre has not seen major investment, although edge-of-centre (Charlton Green) and out-of-centre (Whitfield) areas have seen significant retail investment.

3.55 The north/south flowing River Dour is a spinal feature of the town but in many stretches is not publicly accessible and in some areas suffers from poor quality urban environment. The river also poses flood risk. In some key areas, especially seawards, pedestrian movement is restricted by main roads and discouraged by poor quality public realm.

3.56 The Port of Dover intends to create a new ferry terminal at the Western Docks. This will create many jobs in itself but also enables the relocation of the marina to a more prominent location and frees-up the Wellington Dock area for non-port operational uses. This area has immense potential for mixed-use redevelopment.

3.57 Issues of social disadvantage and poor housing condition are concentrated in the south western part of the town. One of these areas, Coombe Valley, is a mix of commercial, hospital and residential development. Some of the commercial and hospital development is falling out of use. There is a need for comprehensive regeneration which re-balances commercial and housing uses, improves housing quality and choice and environmental quality.

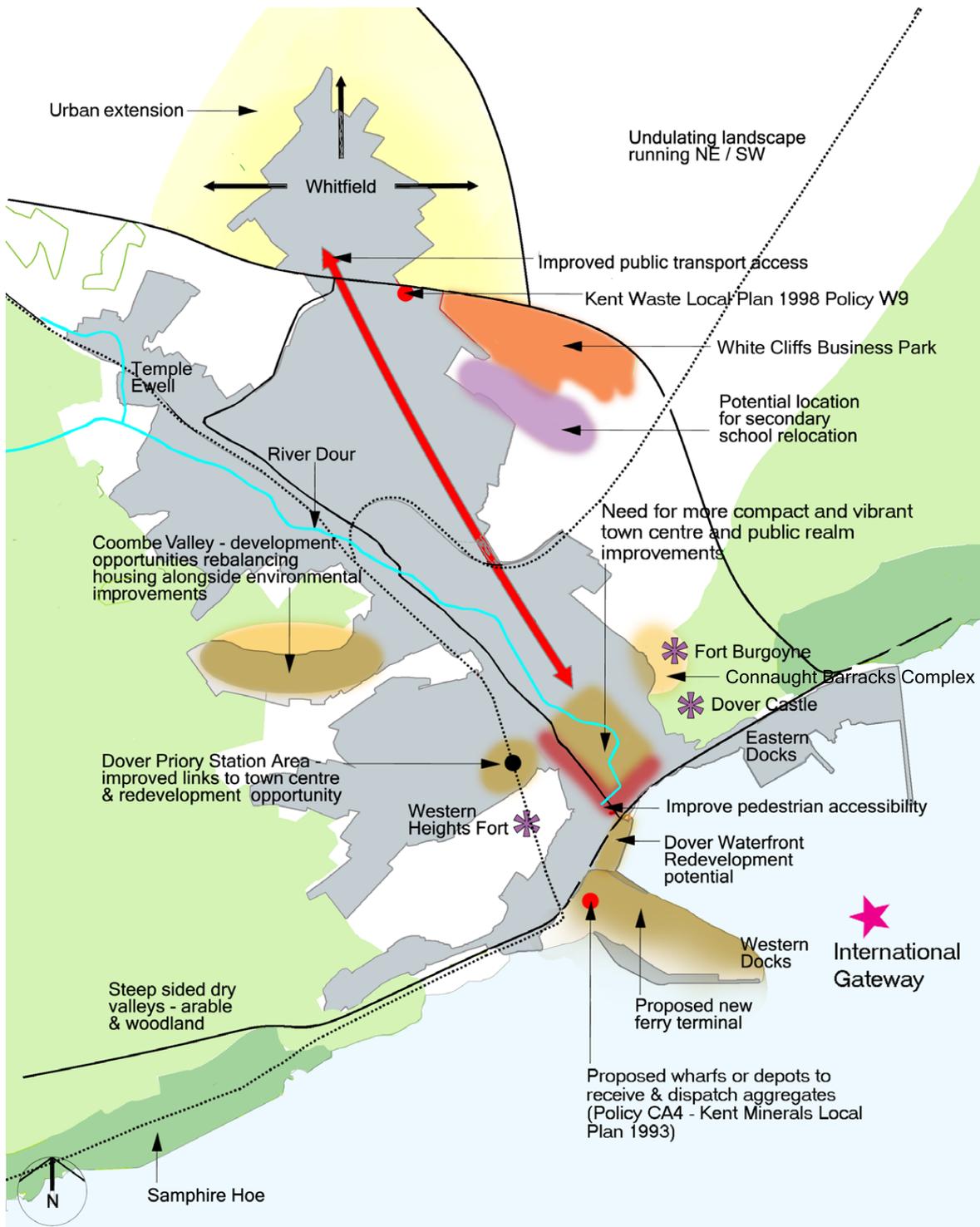
3.58 Topographical and landscape constraints preclude the possibility of any further significant urban extensions to the west and south east sectors of the town. Historically this has led to development in the northern sector in less sensitive landscape centred around Whitfield and to a lesser extent River. The 1960s, 70s and early 80s saw largely residential developments on greenfield land followed by employment and retail development at Whitfield from the mid 1980s onwards. Since the mid 1980s residential development has been restricted to brownfield sites. The Strategic Housing Land Availability Assessment and other related work shows that there is not sufficient capacity in brownfield land to support the Strategy and that the Whitfield area has best potential for urban extension. The A2 passes through Whitfield and the A256 runs adjacent to the east.

3.59 Walking, cycling and public transport need to be made more viable and effective means of transport that better connect key parts of the town. In particular, the station, town centre, waterfront, river and Castle need to function in a much more integrated way. Urban extension at Whitfield will also require improved walking and cycling connections with the rest of the town and a new form of fast bus service to the centre. Longer term provision should be made for the introduction of a park and ride service with a focus on serving commuting trips.

3.60 The town's historic environment represents an immense but under-utilised asset. In particular the Castle and Western Heights need to fully fulfil their potential to attract visitors and enhance understanding, without harming their intrinsic qualities, in a way that also co-ordinates with other attractions in the centre, such as the Museum and Roman Painted House. In addition Connaught Barracks, which contains the ancient monument of Fort Burgoyne, is no longer required for military purposes. This provides another significant opportunity for redevelopment which should also be used to secure the future of Fort Burgoyne. The Town's wildlife and greenspace resource, which is especially rich in chalk grassland, needs to be protected and strengthened through the green infrastructure network.

3.61 The facilities for secondary and further education provision are in need of major overhaul. This is set to be delivered through investment by the Learning and Skills Council and the County Education Authority through the Building Schools for the Future programme. This will require new facilities on-site but may also lead to the need for some schools to relocate.

3.62 The District Portrait identifies the structural issues facing Dover. Figure 3.3 illustrates the way in which these apply spatially, taking account of the above points. The Dover Regeneration Strategy, Dover Masterplan, Dover Public Realm Strategy and Dover Transport Strategy provide more detailed information and analysis.



- Area of Outstanding Natural Beauty (AONB)
- Urban extension
- Heritage Coast
- Nature conservation site of European importance
- Major historical assets - release full potential & integrate with town

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Figure 3.3 Dover Spatial Issues

The Deal Area

3.63 The Deal urban area consists of urban wards and the built-up parts of the parishes of Walmer, Sholden and Great Mongeham which form a continuous built-up area. It is a generally tight grained area, especially in the centre and north, and contains several areas of historic importance - the Walmer Green and Middle Street, Deal areas perhaps define the essential character of the town combined with three castles, extensive former military barracks buildings and the pier. It has a compact town centre that caters well for day-to-day needs and is well liked by residents.

3.64 To the south and west Deal is set in undulating countryside which is part of the edge of the Kent Downs. To the north the landscape flattens into wetlands associated with the River Stour and the Sandwich Bay/Pegwell Bay area. This area and the northern part of Deal is subject to flood risk from the sea. The coast and countryside north of Deal to Sandwich is especially important for wildlife and is part of the Natura 2000 network of international sites. This area also contains three golf courses ranging up to international standard. There is potential to continue to upgrade the courses and better promote their combined offer to the golfing market.

3.65 While the town has two mainline railway stations it is located away from the principal road network and is served by a secondary route (A258) which connects with Dover and Sandwich. In the urban area this route is constrained by the urban fabric and supported by a tight road network. The nature of the route entails lengthy journeys through the centre for all north/south movements. Outside the urban area the road is subject to an ongoing programme of safety and traffic management works.

3.66 There is a particular need for improved community facilities in the North and Middle Deal areas which are also areas associated with higher levels of social disadvantage. Provision is needed in North Deal for health and social care, children's nursery, business, leisure and meeting facilities, while in Middle Deal the need is more for general leisure and social facilities and improved bus service. Education facilities, particularly primary schools, have seen falling rolls which has led to closure and amalgamation. Against this background there is an issue with the adequacy of facilities at the primary school in Sholden.

3.67 The Housing Land Availability Assessment has shown that there is not a sufficient supply of brownfield land to maintain the current level of population. The combined constraints of landscape, access, flood risk and wildlife result in only relatively limited opportunities for urban expansion at Walmer, Middle Deal and Sholden. The Strategy is based upon a twin approach of making most use of these opportunities while committing to the further major investigation to determine whether there is scope to overcome constraints and release further potential, particularly in the Middle and North Deal localities. Should this prove to be the case and the scope and scale of potentials is broadly consistent with the Strategy aim and Settlement Hierarchy, the matter would be taken forward through an Area Action Plan. The opportunities for urban expansion in the Sholden and Middle Deal areas and brownfield development in North Deal should, wherever possible, be allied to resolving the identified community issues.

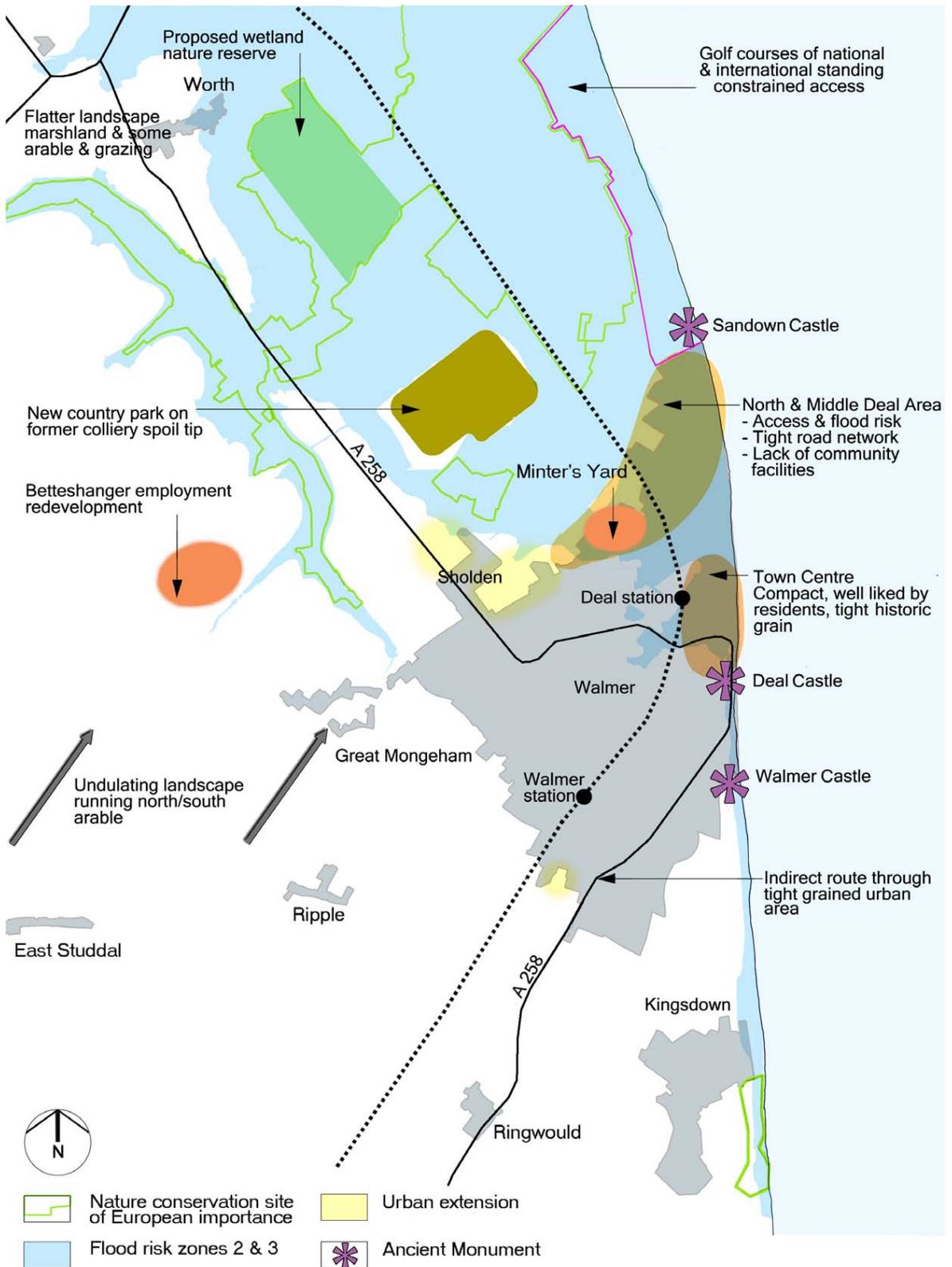
3.68 In other respects the Strategy aims to retain and develop the town's popular appeal as a place to live and also the intimate character and scale of the town centre, while promoting the implementation of existing employment commitments (at the former Betteshanger Colliery and Minter's Yard) to provide a greater degree of local job opportunities and help reduce the need to travel.

3.69 The three broad areas for urban expansion are shown on Figure 3.4. Specific allocations will be made through the Site Allocations Document. Particular issues that will need to be addressed are:

- At Walmer - a careful definition of the site boundary to minimise landscape impact, retention of a view corridor to the former windmill at Ripple and management of additional traffic to ensure that the effects are within acceptable limits

- Between Middle Deal and Sholden - careful definition of the site boundary to minimise landscape impact and avoid areas of unacceptable flood risk, measures to help enable the provision of community facilities for the Middle Deal area, measures to mitigate likely effects on a nearby Ramsar site (see following paragraph), and traffic management arrangements ensure that the effects on the local road network are within acceptable limits
- At Sholden - the inclusion of traffic mitigation measures, measures to mitigate likely effects on a nearby Ramsar site (see following paragraph), and to consider measures that would enable Sholden Primary School to relocate

3.70 The Habitat Regulations Assessment of the two areas of urban expansion on land between Middle Deal and Sholden and at Sholden has identified that they are within 500m of part of the Thanet Coast and Sandwich Bay Ramsar site and have potential to cause significant effects on this site. The cause of the possible effects are increased recreational pressures, urbanisation pressures and impacts on water quality and abstraction. Increased recreational and urbanisation pressures will be addressed through the development of the green infrastructure network, in coordination with adjacent Districts, and through the incorporation of on-site open space. In particular, the site between Middle Deal and Sholden is more accessible to the Ramsar site but also has the potential to provide a substantial new area of open space. With regard to water issues, the Water Cycle Study has confirmed that there is sewage treatment capacity at Weatherlees Hill, the treatment plant that serves this area, and that it has scope to improve quality standards if necessary. It will be important to ensure that specific measures are incorporated to ensure that surface water run-off from both sites is controlled to avoid pollution of the water environment. These matters will all be addressed in the Site Allocations Document and through the planning application process.



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Figure 3.4 Deal Spatial Issues

The Sandwich Area

3.71 This area includes the town of Sandwich and a major business area immediately to the north, leading up to and including Richborough. The River Stour is a major feature that winds through both Sandwich town and the business area to its mouth at Richborough. The business area includes an international pharmaceuticals research and development campus, a variety of other businesses, former commercially developed land with redevelopment potential, a disused power station that straddles the border with Thanet District and a disused wharf at Richborough. The remains of a Roman fort, Richborough Castle, stand on higher ground to the west - a reminder of times when the Wantsum Channel was navigable and separated the Isle of Thanet from the mainland. Kent International Airport is close by in Thanet District.

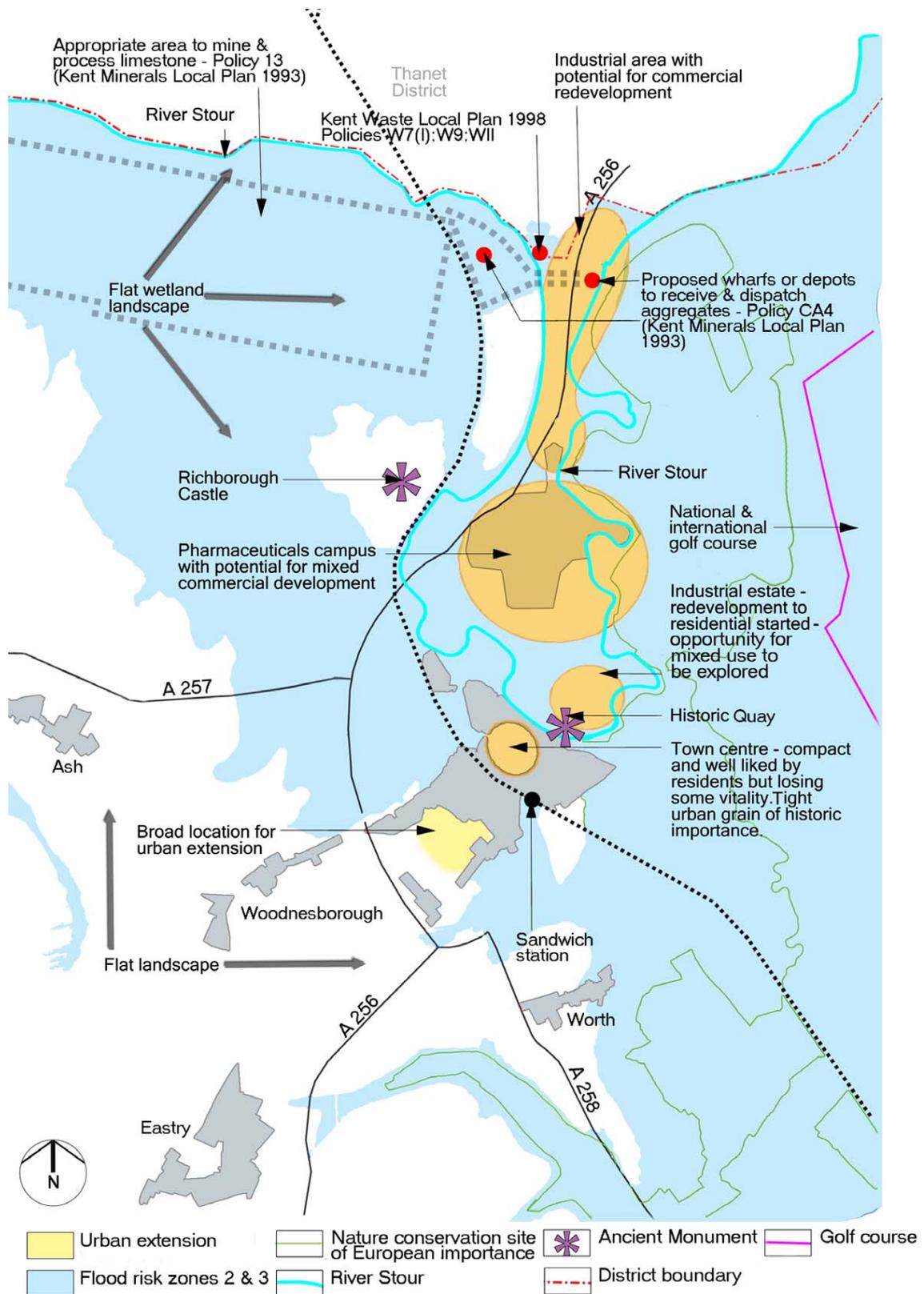
3.72 The area is located in a low-lying flat landscape that is at risk from flooding, principally from the sea. It is served by both mainline railway and the principal A256 route from Dover to Thanet. This road has been upgraded through the East Kent Access programme and has one remaining section, from Richborough to Thanet, to be completed. The route by-passes Sandwich. Sandwich centre has a remarkably intact Medieval street pattern and built form. Although this poses constraints it is above all a major asset to be protected.

3.73 Although Sandwich is generally popular with residents and performs an important function as a rural centre and visitor attraction, there is evidence that the centre is losing its vibrancy. A local initiative (known as STARR) has been established to help address this and should be supported by policy to maintain premises for a range of appropriate uses. Organised tourist visits to Sandwich result in a difficulty in accommodating coaches. There is a need to resolve this through improving coach parking facilities. There is an international standard golf course to the east of the town, which is important to the local economy and the profile of the District - see the previous section regarding Deal and development of golf.

3.74 With regard to housing, the Strategic Housing Land Availability Assessment has found that the potential for urban brownfield development is limited by constraining factors. However, this potential will be examined further through the Site Allocations Document. Opportunities for greenfield urban expansion are limited also, with the exception of one area to the south west of the town. The Strategy promotes this area in order to help provide sufficient housing to improve choice and meet local needs. Its capacity is, however, limited by a combination of access and landscape impact issues.

3.75 The scale of affordable housing that will be enabled by the Strategy cannot be proportionate to the scale of need identified in the Housing Market Assessment. Some of the affordable needs will have to be met at Dover and Deal, where there is more opportunity for development.

3.76 The business area to the north of the town has considerable potential for further jobs growth through redevelopment of disused sites, provided flood risk and wildlife constraints can be managed. In addition, a process of consolidation at the pharmaceuticals campus will create potential for additional development and uses in an exceptionally high quality built environment. The Strategy seeks to enable a wide range of uses here that would support jobs growth and the research and development functions across the business and education sectors. This would best be taken forward through a specific study of the area to help inform the Site Allocations Document.



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Figure 3.5

The Rural Area

3.77 The Core Strategy aims to recognise and retain the diverse nature and character of the District's rural settlements. Whilst the majority of new development is to be concentrated at the urban areas, especially Dover, the rural area has an important role to play in providing choice in the housing and business markets. The potential for additional development is limited by factors such as impact on important landscape, flood risk, highway networks, access to services, and the scale, character and function of individual settlements. Nevertheless, the Strategy looks to the rural area to accommodate a significant total amount of development consistent with the Settlement Hierarchy and to help widen housing choice and meet local needs, including enabling additional affordable housing. This includes the saved Local Plan proposals for the strategic expansion of Aylesham in order for it to function as a Rural Service Centre.

3.78 While the Site Allocations Document will need to allocate land for development to fulfil the Strategy it must do this in a way that is consistent with the Settlement Hierarchy and improves the functioning of individual settlements. There will, however, be constraints such as landscape impact, access, nature conservation and built conservation that will limit the opportunities for acceptable development. The position of a settlement in the hierarchy should not be taken to imply that it overrides these considerations.

3.79 The Strategy also promotes rural based jobs, the maintenance and strengthening of services and affordable housing by:

- The creation of rural based businesses through the reuse of buildings and new build of an appropriate scale and location
- Resistance to the loss of rural services, where it would harm the local community, and support for the creation of new services and measures to increase accessibility to services
- Continue to provide for affordable housing schemes as an exception to general policy

3.80 In addition, the rural area contains landscapes that define the District's character, much of the District's wildlife assets and green infrastructure. Better management to improve intrinsic quality and manage visitor pressures is needed. Work on this is established in the Kent Downs and Stour Valley and the Coalfields Programme has enabled a new country park at Betteshanger. The Royal Society for the Protection of Birds is establishing a new wetlands reserve north of Betteshanger and there is further potential at the former Snowdown Colliery. Further work to address these issues will be taken forward through the Delivery Plan and the Green Infrastructure Network.

The Key Diagram

How to Read the Diagram

3.81 The Key Diagram (**which can be found in a pocket at the back of this document**) provides an illustration of the Core Strategy's proposals and therefore the future shape of the District at the end of the Plan period in 2026.

3.82 The Diagram only indicates broad locations for development rather than define specific sites; this will be done in the Site Allocations Document. The Core Strategy does, however, propose strategic allocations in Chapter 4. This Chapter develops some of the broad locations on the Key Diagram into defined sites and makes specific proposals for their development.

Infrastructure

3.83 An integral part of the Strategy is to ensure that its development proposals are supported by the timely provision of an appropriate level of infrastructure.

3.84 The Regional Spatial Strategy defines infrastructure in terms of the following elements: transport, affordable housing, education, health, social infrastructure, green infrastructure, public services, utility services and flood defences. More detailed sub definitions are provided in that Plan and the Glossary in this Strategy. To this the Core Strategy adds management regimes to ensure efficient, effective and long-term arrangements are in place to look after infrastructure.

3.85 The Regional Spatial Strategy takes a three stage "Manage and Invest" approach towards infrastructure:

- Delivering efficiency through better use of existing infrastructure
- Reducing demand through promoting behavioural change
- Providing additional capacity by extending or providing new infrastructure

3.86 This approach will be embedded in the Strategy's delivery planning and masterplanning processes and through the development management planning application stage. Infrastructure providers already take this approach to ensure value for money but the Council will require demonstration that it has been followed. Providers are continually improving their infrastructure management techniques and this may in practice vary the amount and type of new infrastructure that is set out in the Strategy.

3.87 When dealing with planning applications the Council will wish to be assured that the proposals can be supported by existing levels of infrastructure or, if not, that the necessary additional infrastructure will be provided at the right time. This could be through direct works or through arrangements with the Council and infrastructure providers. Such arrangements could include the payment of financial contributions. The Council will also wish to be assured that there are reliable mechanisms in place to maintain the infrastructure so that it will continue to perform its function. The implementation of infrastructure proposals will be controlled through the imposition of conditions on planning permissions or the use of legal agreements under Town Planning legislation.

3.88 The Council's approach towards such arrangements (commonly referred to as development contributions) will be set out in greater detail through a Supplementary Planning Document, unless this approach is superseded by national proposals for a Community Infrastructure Levy.

Policy CP 6

Infrastructure

Development that generates a demand for infrastructure will only be permitted if the necessary infrastructure to support it is either already in place, or there is a reliable mechanism to ensure that it will be provided at the time it is needed. In determining infrastructure requirements applicants and infrastructure providers should first consider if existing infrastructure can be used more efficiently, or whether demand can be reduced through promoting behavioural change, before proposing increased capacity through extending or providing new infrastructure.

3.89 The Regional Spatial Strategy also requires Local Development Documents to identify the necessary infrastructure and services to support their proposals and the means, broad cost and timing of provision in relation to the timing of development. It endorses the establishment of a Regional Implementation Plan and sets out that infrastructure planning is of particular importance in the Growth Areas and Growth Points.

3.90 The main elements of infrastructure required to support the Strategy are set out in the table below. The Delivery Framework chapter provides further information on responsibilities for delivery, funding arrangements etc. More detailed work on infrastructure will be carried out through the Delivery Plan. The requirements set out in the Strategy should be regarded as high level. The very nature of

some infrastructure means that they will be subject to refinement, adjustment and even change as providers evolve new ways of meeting needs and additional requirements may be identified. The highlighted text shows the time period when it is expected to take place.

| Infrastructure Type | Infrastructure Required | Purpose | Broad Timing |
|---------------------|--|---|--|
| Transport | High Speed 1 train service from Dover to London via Ebbsfleet and Stratford | To provide step change in Dover's public transport accessibility to London | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Terminal 2 - Dover Western Docks Ferry Terminal (Port of Dover Masterplan) | To cater for forecast increase in traffic and maintain Port of Dover's leading role | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Package of sustainable transport measures for Dover (identified in Dover Transport Strategy) | To enhance walking and cycling networks, provide enhanced bus priority and service and improve road junction facility to ensure the town's transport system are working efficiently to support growth | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Dover town centre to Whitfield express bus link (Dover Transport Strategy) | To improve public transport service and reliability between the town centre and major urban extension and reduce trips by private car | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Identification of access arrangements into Whitfield from A2 and A256 | To enable road access to Whitfield urban extension and improve local north/south connectivity | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | A2 Lydden to Dover dualling (Regional Spatial Strategy Implementation Plan) | Road standard upgrade to remove last remaining single carriageway sections and help enable better strategic routing of Port traffic | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Dover Park and Ride system | Reduce town centre traffic and release some town | 2006-2011 |

| Infrastructure Type | Infrastructure Required | Purpose | Broad Timing |
|---------------------|--|---|--|
| | | centre car parks for development | 2011-2016 2016-2021 2021-2026 |
| Affordable Housing | Provision of forms of non-market housing - the Regional Spatial Strategy seeks 30% of total housing completions to be affordable. This equates to at least 3,030 affordable homes by 2026 and 4,200 in relation to the Strategy's total provision of 14,000 homes. (see also the Strategic Housing Market Assessment) | To provide for those people whose housing needs are not met by the market | 2006-2011 2011-2016 2016-2021 2021-2026 |
| Education | Provision of new further education facilities at Dover (Learning and Skills Council investment programme) | Replace outdated facilities and offer modern learning environment to help improve local skills and training levels | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | New secondary school facilities in Dover and Deal (Building Schools for the Future Programme) | Modernise and improve the standard of secondary school provision to support enhanced learning and attainment. Capacity improvements at Dover as required to support housing growth. | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Primary School provision | Three new primary schools to support the Whitfield urban extension. Capacity improvements to other schools in the District as required to support housing growth | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Nursery School, Deal (North Deal Regeneration Stage 1 Report 2008) | To address shortfall in provision in the North Deal area | 2006-2011 2011-2016 2016-2021 2021-2026 |

| Infrastructure Type | Infrastructure Required | Purpose | Broad Timing |
|-----------------------|--|--|--|
| Health | Replacement facility for Buckland Hospital, Dover (PCT/ Hospital Trust programme) | Replacement of outdated and inefficient facilities to meet modern healthcare needs | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Two/ three new general practitioner based facilities in Dover (PCT advice 2008). | To support the primary healthcare needs of the Strategy | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | One GP based facility to serve North Deal (PCT advice and North Deal Regeneration Study 2008 Stage 1 Report 2008). | | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | One GP based facility at Sandwich - subject to further investigation (PCT advice 2008) | | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Health Centre, Aylesham | To replace and upgrade existing centre to better meet existing healthcare needs and to serve the village expansion. Under construction at 2008 | 2006-2011 2011-2016 2016-2021 2021-2026 |
| Social Infrastructure | Adult social services - Local Hubs, day activities for older people including dementia care, Telecare services, Adult Changing Places and drop in services for people with learning disabilities, short term breaks/ Training for Life flats | This range of services is designed to support the forecast ageing population and meet the needs of those who are vulnerable due to age, disability or illness. Services would be concentrated at main centres in the District (Dover town centre, Deal and Sandwich) | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | General community facility to serve North Deal (North Deal Regeneration Study Stage 1 Report 2008) | To primarily address current deficiency in provision | 2006-2011 2011-2016 |

| Infrastructure Type | Infrastructure Required | Purpose | Broad Timing |
|---------------------|---|---|--|
| | | | 2016-2021 2021-2026 |
| | Multi-use community facility to serve Middle Deal (Sholden and Middle Deal Community Facilities Feasibility Study 2008) | To address current deficiencies and help support additional development | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Replacement indoor sport and recreation facility, Dover | To replace inefficient facilities at Dover | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Indoor sports facility at Aylesham (District Sport and Recreation Strategy 2008) | To redress current deficiency of provision and help support the village expansion | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Indoor 3/4 court tennis facility at Deal (District Sport and Recreation Strategy 2008) | To replace an air-hall destroyed by storms in 2007 | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Two artificial turf pitches (floodlit, full size) (District Sport and Recreation Strategy 2008) | Replacement of worn out facility at Dover. New facility at Sandwich. | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Dover Sea Sports Centre (District Sport and Recreation Strategy 2008) | Regional facility for all major sea sports previously catered for in uncoordinated way and to lower level. Under construction at 2008 | 2006-2011 2011-2016 2016-2021 2021-2026 |

| Infrastructure Type | Infrastructure Required | Purpose | Broad Timing |
|----------------------|---|--|--|
| | Concrete skate park for in-line skating, skateboard and BMX, Deal (District Sport and Recreation Strategy 2008) | To address current deficiency in provision for youths. Opened 2008 | 2006-2011 2011-2016 2016-2021 2021-2026 |
| Green Infrastructure | Wetland nature reserve - Worth Minnis (Regional Spatial Strategy Policy EKA7) | Improve habitat, especially for wetland birds associated with adjacent Natura 2000 site. At 2008 land assembly underway. Represents part implementation of Policy EKA7 | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Improve condition of AONB, especially chalk grassland (Kent Wildlife Habitat Survey 2003 and Kent Downs AONB Management Plan) | Interreg funding secured 2008, subject to match funding. HLF Stage 1 funding bid accepted 2008 | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Improve condition of Kingsdown to Walmer Local Wildlife Site (Kent Area Agreement 2008) | Management Plan to be developed and implemented | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Develop Green Infrastructure Framework | A high level Framework is included in the Strategy. This will be developed and used to identify the need for further green infrastructure to support the Strategy | 2006-2011 2011-2016 2016-2021 2021-2026 |
| Public Services | Development of provision at Dover Discovery Centre to be secured through greater sharing of accommodation and better use of information technology. There will also be demand for Red box services and mobile provision where no static library facilities are planned. | - | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Expanded adult education facilities (KCC assessment 2008) | Around 450m ² of teaching space at Dover to serve future increased population | 2006-2011 2011-2016 |

| Infrastructure Type | Infrastructure Required | Purpose | Broad Timing |
|---------------------|---|---|--|
| | | | 2016-2021 2021-2026 |
| | Expanded youth facilities (KCC assessment 2008) | Around 1,540 m ² of activity space probably in the form of a town centre hub in the western side of Dover and further facilities to serve the Whitfield urban expansion | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Additional cemetery provision | Additional provision is needed to serve Dover within an estimated 2 years. Research underway in 2008 to quantify this and review provision across the rest of the District | 2006-2011 2011-2016 2016-2021 2021-2026 |
| Utility Services | Water supply (Water Cycle Study 2008) | New trunk main, service reservoir and booster station to serve the Whitfield urban extension. Local upgrades to the water supply network to serve developments across the District. | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Waste water system (Water Cycle Study 2008) | New local system to serve the Whitfield urban extension and upgrade to existing sewer. Local sewer upgrades required to serve developments across the District. Local upgrades to the water supply network to serve developments across the District. | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Gas mains | New mains and gas reinforcement on a local scale to serve individual sites | 2006-2011 2011-2016 2016-2021 2021-2026 |
| | Electricity supply (EDF Energy Assessment 2008) | New electricity sub-station to serve further development at the White Cliffs Business Park and the Whitfield urban extension | 2006-2011 2011-2016 2016-2021 2021-2026 |

| Infrastructure Type | Infrastructure Required | Purpose | Broad Timing |
|---------------------|---|---|--|
| Flood Defences | New flood defence system required from Sandwich to Pegwell Bay (Shoreline Management Plan and Coastal Defence Strategy) | To improve defences against predicted flood risks | 2006-2011 2011-2016 2016-2021 2021-2026 |

Table 3.3 The Strategy's High Level Infrastructure Requirements

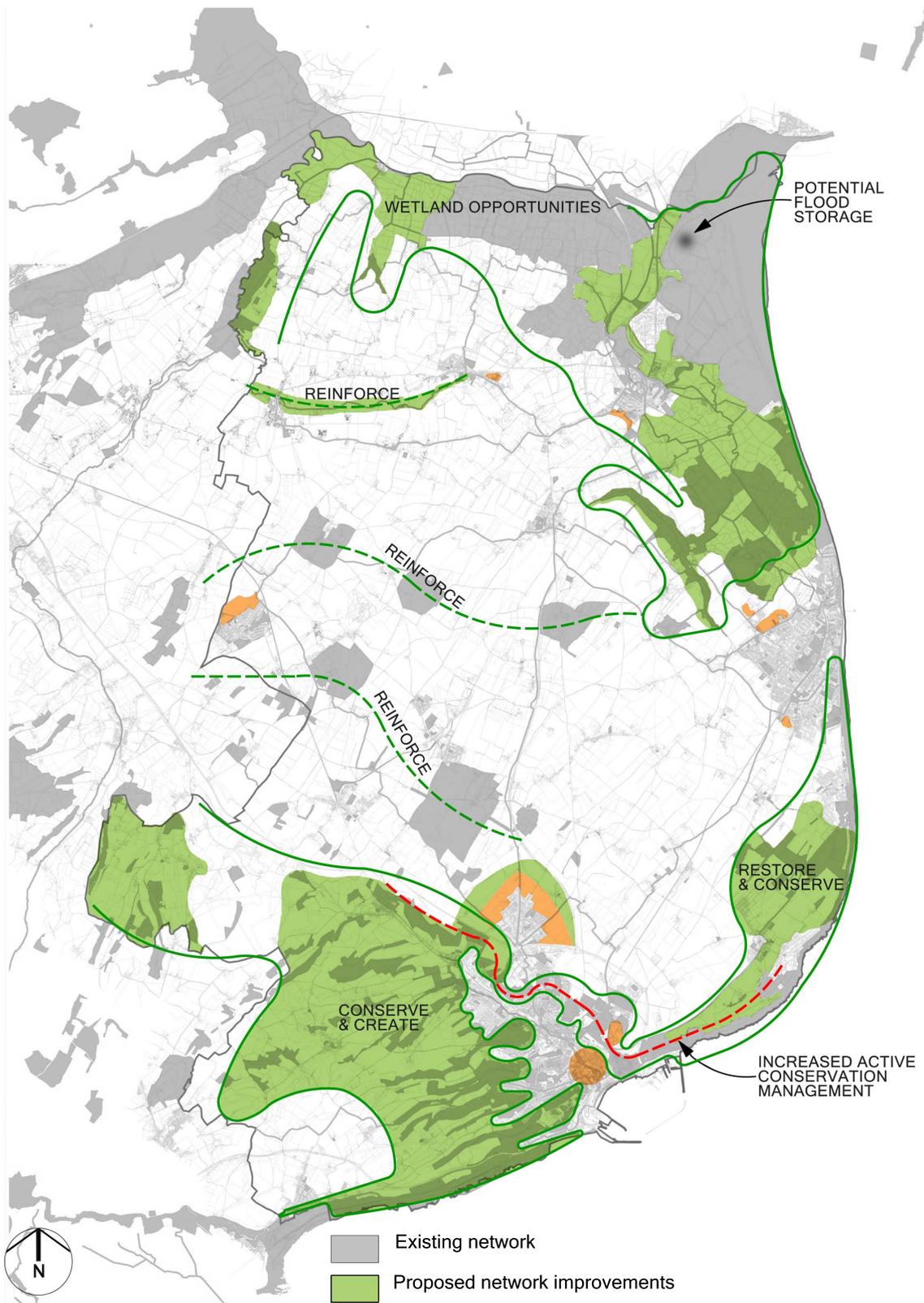
Green Infrastructure Network

3.91 The items of green infrastructure included in the above table are derived from the proposals for the Green Infrastructure Network. Broad analysis of the network (set out in Chapter 2) indicates that it requires improvement in terms of its condition and also strengthening through enhanced connectivity. Additional visitor management may also be required in certain areas. These improvements would help the network to accommodate the levels of development required by the Strategy. There is also a particular issue within the network to ensure that where the Strategy's proposals are likely to have a significant effect on a Natura 2000 site(s) measures are built in to ensure that the effect is avoided or, if this is not possible, mitigated to a suitable level (see the Strategy's Habitat Regulations Assessment).

3.92 Figure 3.7 illustrates the network, the main areas where the Strategy will result in development related pressure and the parts of the network where it is proposed to make improvements. Where the likely effects arise from the Strategy's strategic allocations measures to avoid or mitigate the likely effects are considered as part of the allocations - see Chapter 4.

3.93 The Council will use its planning powers to protect the network from development that would cause harm, unless it is possible to include measures that would ensure harm is avoided or mitigated. Mitigation could include qualitative and quantitative improvements. Planning applications for development that would create additional pressures on the Green Infrastructure Network should incorporate proposals to improve the network sufficient to address those pressures. Quantitative improvements could be achieved through the incorporation in development proposals of extensions to the network. Qualitative improvements could include financial contributions to achieve enhanced management. If this is not possible there may be circumstances in which such development would be acceptable if it included full compensatory measures. The appropriateness of this will very much depend on the specific circumstances.

3.94 The Council will develop the green infrastructure network through the Delivery Plan and continue to work with its partners to implement the proposed improvements and to promote better management. Policy CP7 takes forward at local level the requirements of Regional Policy CC8 with the aim of protecting and developing the District's network of Green Infrastructure in order to foster biodiversity and wider quality of life. For the purposes of Policy CP7 the "existing network" is the network as it exists at the time of application of the policy.



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Figure 3.6 Improvements to Green Infrastructure Network

Policy CP 7

Green Infrastructure Network

The integrity of the existing network of green infrastructure will be protected and enhanced through the lifetime of the Core Strategy. Planning permission for development that would harm the network will only be granted if it can incorporate measures that avoid the harm arising or sufficiently mitigate its effects. Proposals that would introduce additional pressure on the existing and proposed Green Infrastructure Network will only be permitted if they incorporate quantitative and qualitative measures, as appropriate, sufficient to address that pressure. In addition, the Council will work with its partners to develop the Green Infrastructure Framework and implement proposed network improvements.

The conceptual Green Infrastructure Framework included in the Core Strategy will be developed into a strategy and action plan by the Council working with a full range of partners, including adjacent local authorities. This will require more detailed consideration of the likely pressures that the Core Strategy's proposals will create and identification of the most appropriate quantitative and qualitative measures that will be needed.

A specific element of this work will be the further investigation of the likely effects of the Core Strategy's proposals, in combination with other plans, programmes and projects, on European designated wildlife sites (Natura 2000 network). Particular attention will need to be paid to:

- Recreational pressures - it will be necessary to gain a more detailed knowledge of how and why visitors use Natura 2000 sites. This will be used to help inform proposals for access management of these sites and proposals for alternative greenspace. The Habitat Regulations Assessment of the Core Strategy indicates that the recreational pressure on the Thanet Coast and Sandwich Bay SPA is particularly complex and the Thanet Coast Project may therefore be a potential vehicle for partnership working to provide and deliver avoidance and/or mitigation measures for this site. Other forms of partnership working to deliver avoidance and/or mitigation measures will be required for those Natura 2000 sites that have also been identified in the HRA, or in the future as the plans evolve, as suffering potentially significant recreational impacts.
- Air quality - air quality monitoring will be used to help assess the need for mitigation measures and, if required, establish the nature of those measures. This will need to take into account the considerable current scientific uncertainties inherent in such work and the novel nature of available mitigation measures.

The development of the Green Infrastructure Framework will need to be undertaken prior to, or in conjunction with, masterplanning for the Strategic Allocations and finalisation of the Site Allocations Document in order to ensure that green infrastructure and Habitat Regulations Assessment issues are appropriately incorporated into those plans, which may themselves require their own Assessment. Individual planning applications will need to be assessed for their effect on, and possible contributions to, the Green Infrastructure Network and for likely significant effects on Natura 2000 sites. Should significant effects be likely the Council will need to undertake an Appropriate Assessment in accordance with the Habitat Regulations and where the proposals will result in a likely significant effect which cannot be mitigated, then permission will be refused.

4 Strategic Allocations

4.1 There are four development opportunities identified in the evidence base that individually and collectively are of such scale and significance that they are central to the success of the Core Strategy. In recognition of this, and to enable progress as quickly as possible, their development is promoted direct through policies, explanatory text and illustrative diagrams in the Core Strategy rather than the Site Allocations Document. The sites, all of which are located at Dover, are:

- Dover Waterfront
- Mid Town, Dover
- Former Connaught Barracks complex, Dover
- The managed expansion of Whitfield, Dover

4.2 Dover Waterfront and Mid Town have the potential to greatly improve shopping, leisure, community and educational provision and to generate substantial new employment opportunities. Dover Waterfront, the former Connaught Barracks and Whitfield have the ability to create a new housing offer for Dover. The Waterfront is the highest profile site and has the potential to lead in the creation of a powerful modern image and visitor destination for Dover.

4.3 While the sites will be allocated for development in the Core Strategy, in view of their importance and complexity and to enable local communities to help further shape the proposals, there is a need for the subsequent preparation of masterplans or development briefs. These will develop the proposals to the next level of detail and will provide a clear platform for the preparation of planning applications. They must be prepared with the full involvement of landowners, local communities and all other interested parties and be consistent with CABE's 'Creating Successful Masterplans' guidance. They should comprise:

4.4 A **Baseline study** - to analyse existing information, research and community views in order to identify issues and options, known infrastructure requirements and the need for any further research.

4.5 The **Masterplan** itself - to take forward the baseline study and develop the Core Strategy policy through to development concept stage. It will illustrate the form and disposition of the development and establish the strategy towards matters such as access, sustainable construction standards, open space and design. It will consider infrastructure requirements in greater detail and any necessary matters of avoiding, mitigating or compensating for environmental impacts. It will be fully informed by the views of the local community and interested parties.

4.6 A **Delivery strategy** - to identify how the development will be implemented, the programme, any matters to be resolved such as land assembly and preparation, infrastructure requirements and delivery, development phasing and likely need for development contributions. It will also identify the likely need for public sector intervention, by which agency and when.

The policies for the strategic allocations focus on the principles of development and are not intended to provide policy guidance on every aspect. They must therefore be read in conjunction with other general development plan policies, including the development management policies in the Core Strategy. The policies are accompanied by an illustrative diagram which is to be used as a basis for masterplanning and will also help inform decisions on planning applications.

The Port of Dover

Expansion of Port Facilities

4.7 Dover Waterfront is centred on Wellington Dock in Dover's Western Docks. The Docks are owned by Dover Harbour Board which has developed a Port Masterplan to guide future development. The Masterplan seeks to develop a second ferry terminal (known as Terminal 2) in the Western Docks and to redevelop an area around Wellington Dock that would not be needed for operational purposes. The proposals for the new terminal are considered first as they help form the context for Wellington Dock and are, in themselves, an important element of the Core Strategy.

Terminal 2

4.8 The Masterplan's proposals respond to traffic forecasts that estimate freight traffic is set to double over the next 30 years. The Masterplan has identified that the Eastern Docks, which currently handles ferry traffic, is close to capacity and that increased ferry demand could only be met through developing a second terminal at the Western Docks. The Board is developing a scheme for this terminal. Consent for the scheme will be sought through a Harbour Revision Order, programmed for submission in 2009, rather than a planning application.

4.9 The concept of the second terminal is supported as an important element of the Core Strategy which would enable the Port to retain its pre-eminent position and would bring substantial benefits to the local economy. The development is not the subject of a strategic allocation in the Core Strategy though because consent will not be sought through the planning system. The area that is likely to form the basis of the Harbour Revision Order is shown in the plan below. This indicates that a substantial area based around Wellington Dock is not required for Port use and has potential for regenerative development.

4.10 The redevelopment potential of Dover Waterfront could be constrained by the development of Terminal 2, in particular by access arrangements and by operational impacts such as noise, vibration, air quality and light pollution. The design and appearance of Terminal 2, if it were purely functional, could also constrain the quality of regenerative development that could be achieved at the Waterfront. It is therefore of great importance that Terminal 2 is designed in a way to avoid these impacts or, where not possible, to build in appropriate mitigation measures. The Waterfront is considered in the following section while the statement below sets out the Council's position on the proposed Terminal 2.

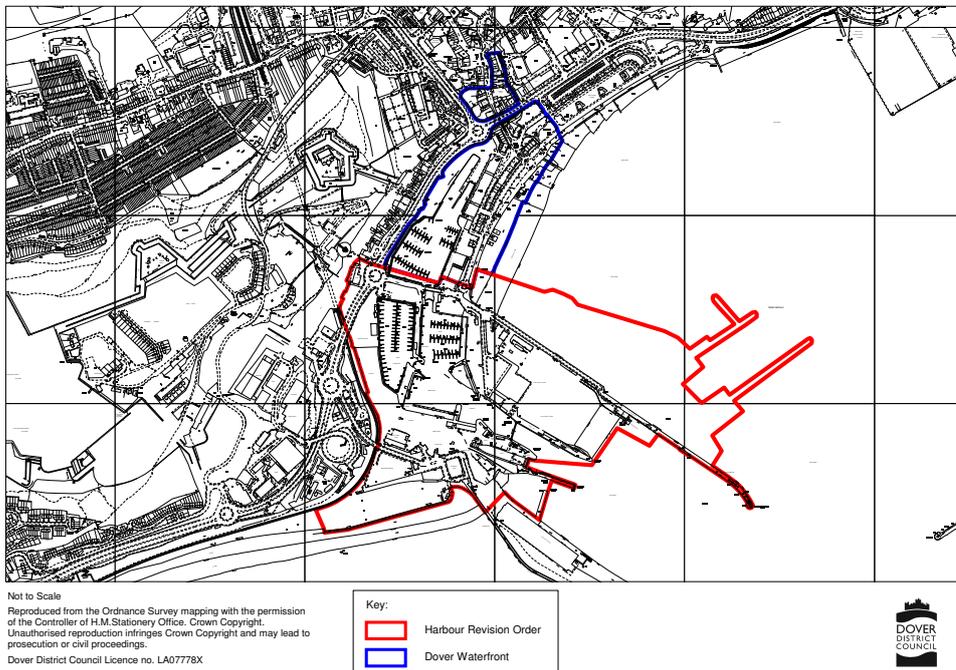


Figure 4.1 The Harbour Revision Order and Dover Waterfront

The District Council supports the development of a new freight and passenger ferry terminal at Dover Western Docks provided:

1. The access, environmental and design conditions for realising the redevelopment of the Waterfront are not prejudiced
2. It includes the implementation of an access strategy that, at the least, does not worsen environmental conditions on the A20 Dover urban sections and enables a rail freight connection in accordance with saved Local Plan policy LE15
3. The opportunity is taken for innovative rather than solely functional design that helps to create a dramatic entrance to Dover from the west while not harming the setting of ancient monuments or other historic environment interests
4. Pollution issues (including air quality, noise and light) are fully addressed
5. Any potential harmful impacts on biodiversity can be avoided through design, mitigated or failing this compensated
6. The water flow and quality of the River Dour are not harmed
7. It safeguards the aggregates wharf facility identified in the Kent Minerals Local Plan
8. The Wellington Dock Marina is relocated to a comparable facility and a sea connection to the Dock is maintained

Dover Waterfront

The Site

4.11 Dover Waterfront occupies a key location in Dover, forming part of the western and seaward gateways to the town and extending into the town centre. It straddles the A20 and on the south side consists of Wellington Dock, the De Bradelei Wharf shopping centre, seafront including existing buildings which are listed and within a conservation area, car park and public garden, promenade and beach. On the north side it includes vacant sites and a mixture of retail, office and residential buildings leading up to the east side of Market Square and abutting the proposed St. James's redevelopment. It has a total area of 12.2 hectares.

4.12 The site's location offers a unique opportunity to create a mixed waterfront development at Dover of sufficient scale, quality and substance to become a major attraction and modern day symbol for Dover. It would make a major contribution to strengthening the town centre and create a continuous commercial area to the seafront, where it can take advantage of the setting that will be provided by the relocation of the marina. While the site's location creates this opportunity it also brings with it the challenges of achieving such a development adjacent to the proposed new ferry terminal in the Western Docks and devising an access strategy that is consistent with trunk road objectives, yet enables the site to operate in conjunction with the town centre.

4.13 The majority of the site is owned by Dover Harbour Board and Dover District Council although the remaining parts are in other ownerships. The Harbour Board and District Council are working together to enable redevelopment. Some areas, such as that including listed buildings at New Bridge are included within the overall site for context reasons; this should not be taken to imply an intention for their redevelopment.

The Proposal

4.14 The site is suitable for a mixed use development comprising

- Residential - minimum of 300 new units with potential for up to 800
- Hotel with conference and other supporting facilities
- Restaurants and Bars - up to 7,000 m²
- Offices
- Retail - up to 20,000 m²
- Commercial Leisure - up to 15,000 m²
- Tourism and Cultural uses

4.15 The commercial uses, allied to the marina and waterfront setting, have the potential to make the Waterfront a strong visitor destination of regional significance of the type envisaged under Regional Spatial Strategy Policy TSR4. In this respect at least it is important that the development operates in a way that helps strengthen both the town centre (by providing facilities and attractions that it currently lacks and cannot accommodate) and other major visitor attractions at Dover through marketing and visitor management measures. The site also offers the opportunity to provide residential waterfront apartments which would extend the currently limited upper market sector of the town's housing market.

4.16 In accordance with Policy DM5 30% of the allocated housing (a minimum of 90 homes) will be sought as affordable homes of a type and tenure that will help to meet prioritised need.

4.17 In terms of quality and design the purpose is to create a new commercial and residential market. This, combined with the prominent location, makes it appropriate and necessary to incorporate a landmark building at the Wellington Dock area. Other buildings in the development must be arranged carefully to complement the landmark building and the whole composition must pay close attention to the multiplicity of viewpoints from which it will be seen. These include from the sea, landward from the west, the town centre, A20 trunk road, and from the elevated scheduled ancient monuments of Dover Castle and the Western Heights. It may also be appropriate to include a foreground building

on the northern side of the A20. The development will be open to view from most directions at both short and longer range and this will pose a considerable design challenge. Added to this the appearance of the buildings must be reflective of Dover, in order to reinforce local distinctiveness, yet produce a powerful and contemporary image of the town. In order to accommodate the degree of development proposed, it is likely that some infilling of Wellington Dock will be necessary. This should be kept to the minimum in order to ensure that the historic maritime character of the site is not eroded.

4.18 Development will also need to address the following matters:

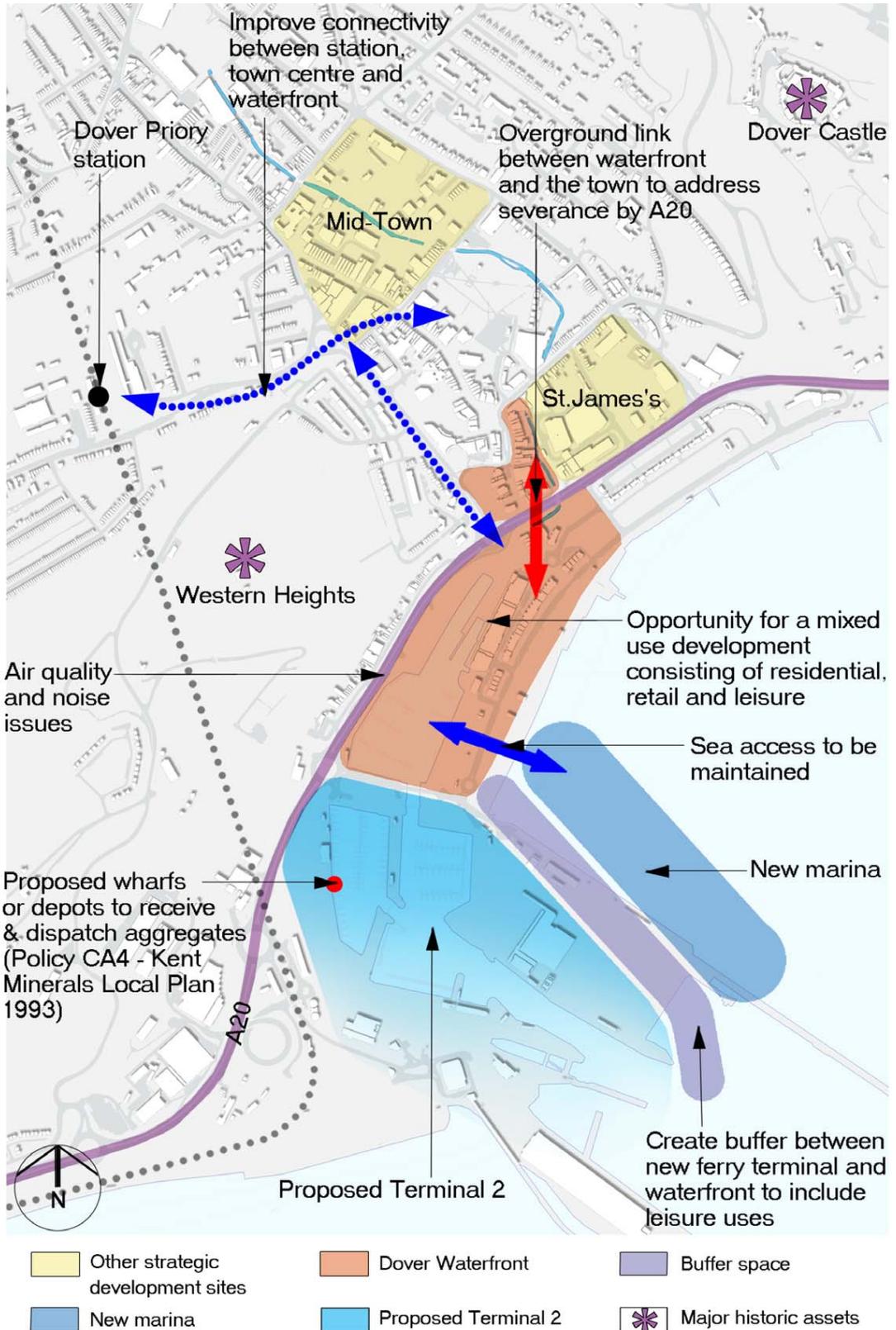
- Air quality, noise, vibration and light pollution arising from the A20 and port operations - successful avoidance and/or mitigation of these matters will be of great importance in order to create environmental conditions that enable the development to realise its maximum potential
- Flood risk and assessment of the impact of development on water quality in the River Dour, which terminates in Wellington Dock
- Impact of development on the historic environment including Waterloo Crescent Conservation Area, listed buildings, scheduled ancient monuments (Dover Castle, Western Heights and an on-site crane), and archaeological remains will need to be assessed and avoidance and mitigation measures built into the design
- Improvements to the public realm to improve the intrinsic interest of the site and to increase connectivity with other parts of the town
- Making a contribution to the advancement of sustainable construction through the inclusion of a district heating system, ensuring that non-residential buildings meet BREEAM excellent standard and that residential buildings achieve at least 75% of the sound insulation credits under the Code for Sustainable Homes
- Protect and improve biodiversity

4.19 Planning applications that are consistent with the Core Strategy's proposals will not be required to demonstrate need for the development.

4.20 With regard to access, the site may not be able to accommodate full provision for on-site parking and, in any event, this may not be desirable as it could encourage the development to operate independently from other parts of the town. Proposals will need to develop an access strategy (through a traffic assessment and travel plan) that maximises the use of public transport, walking and cycling to reduce private car usage and to provide parking for the residual car use in a way that encourages visitors to use the town centre and other visitor destinations. Vehicular access to the site will involve the use of junction(s) on the A20 trunk road and will have to be compatible with the function of that road and access arrangements for the proposed adjacent new ferry terminal.

4.21 The A20 runs through the site which creates difficulty in harmonising the southern (seaward) part with the north and the town centre. Pedestrian and cycle access is possible via an underpass but this will not be capable of providing the seamless link that is needed. An alternative over-ground solution will be required.

4.22 Figure 4.2 illustrates the principal issues with the proposed redevelopment of the area and should be used to inform masterplanning and the determination of planning applications.



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Figure 4.2 Dover Waterfront Constraints and Opportunities

Policy CP 8

Dover Waterfront

The Dover Waterfront site is allocated for a mixed use scheme including retail (A1 uses up to 20,000 square metres floorspace), restaurants, cafés and drinking establishments (A3 and A4 uses up to 7,000 square metres), assembly and leisure (D2 uses up to 15,000 square metres), residential (C3 use of at least 300 homes), offices (B1) and hotel (C1) uses. Planning permission will be granted provided:

- i. Any application for redevelopment is preceded by, and is consistent with, a masterplan for the whole site which has been agreed by the Council;
- ii. The proposals relate to the whole allocated development or if less do not in any way prejudice the implementation of the whole development ;
- iii. The opportunity is taken for exhilarating, dramatic and locally distinctive design which is capable of becoming a modern day symbol of Dover and includes a landmark building at Wellington Dock, a foreground building on the north side of the A20 and responds to the multiplicity of viewpoints from which it will be seen;
- iv. Access proposals, including an over-ground connection between the northern and southern parts of the site, maximise the use of public transport, walking and cycling and enable the development to operate in conjunction with the town centre and other visitor attractions;
- v. The proposals incorporate avoidance and mitigation measures to address flood risk, impact on the historic environment, and air quality, noise, vibration and light pollution issues associated with the A20 trunk road and the Port operations.
- vi. The proposals include improvements to public realm areas to enhance their intrinsic quality and to strengthen pedestrian and cycle access to the town centre and the seafront; and
- vii. The development includes a district heating system, non-residential buildings meet BREEAM excellent standard and residential buildings achieve at least 75% of the sound insulation credits under the Code for Sustainable Homes.

Mid Town, Dover

The Site

4.23 The Mid Town area is the most northerly block of Dover town centre located between the High Street, Maison Dieu Road, Park Street and Pencester Road, which houses the town's bus interchange. It has a total area of 5.9 hectares and includes South Kent College, shops fronting onto Biggin Street and Pencester Road, the Town Hall (a scheduled monument), Dover Town Council Offices, Visitor Centre, Police Station, Citizens Advice Bureau, two Health Centres, BT Telephone Exchange, EDF Depot, Bowling Green and car parks. There are also a number of residential properties some of which are listed. The majority of the land in the Mid Town area is in public ownership. The site is defined in a broad way to enable a comprehensive view of its future to be taken. This does not imply that all buildings within it are proposed for redevelopment. For example, the Town Hall and residential buildings are included only for their contextual role.

4.24 The River Dour flows through the centre of the Mid Town area but development has tended to turn its back on the river. Part of the site is subject to a high degree of flood risk associated with the functional floodplain of the river, which is exacerbated by drainage issues on Maison Dieu Road.

4.25 The BT buildings are largely redundant, the surface car parks are not an efficient use of town centre space and the College is of poor configuration for modern teaching purposes, which has led the College authorities to consider providing replacement facilities. The architectural quality of modern buildings in the area is generally low and contrasts poorly with other buildings such as the Town Hall.

4.26 Overall, the site is an important but poorly designed and under-utilised part of the town centre which offers the potential to re-shape, expand and revitalise it into a more compact and less linear form which opens up and makes positive use of the river.

The Proposal

4.27 The site is suitable for a mixed development of public sector uses, retail and residential. While the area should be planned for redevelopment as a whole, multiple land ownership and differing programmes and priorities make it likely that development will occur in stages over the plan period. The key factor is to ensure that no individual stage would prejudice further stages of the redevelopment. In this respect the completion of a comprehensive masterplan, prepared in conjunction with landowners and others and agreed by the Council, will be particularly important. Each development should then demonstrate how it will contribute to the completion of the masterplan. It is likely that the public sector will need to lead on the production of the masterplan.

4.28 It is likely that early stages of development will be public sector led, in particular the health and further education sectors. The requirements of these sectors are for around 7,000 square metres and 5,000 square metres of gross floorspace, respectively. The momentum of these developments could be used to generate commitment to the remainder of the development which comprises up to 15,000 square metres of gross retail floorspace and at least 100 residential units and parking. The retail would be provided on two levels and could accommodate a large anchor store.

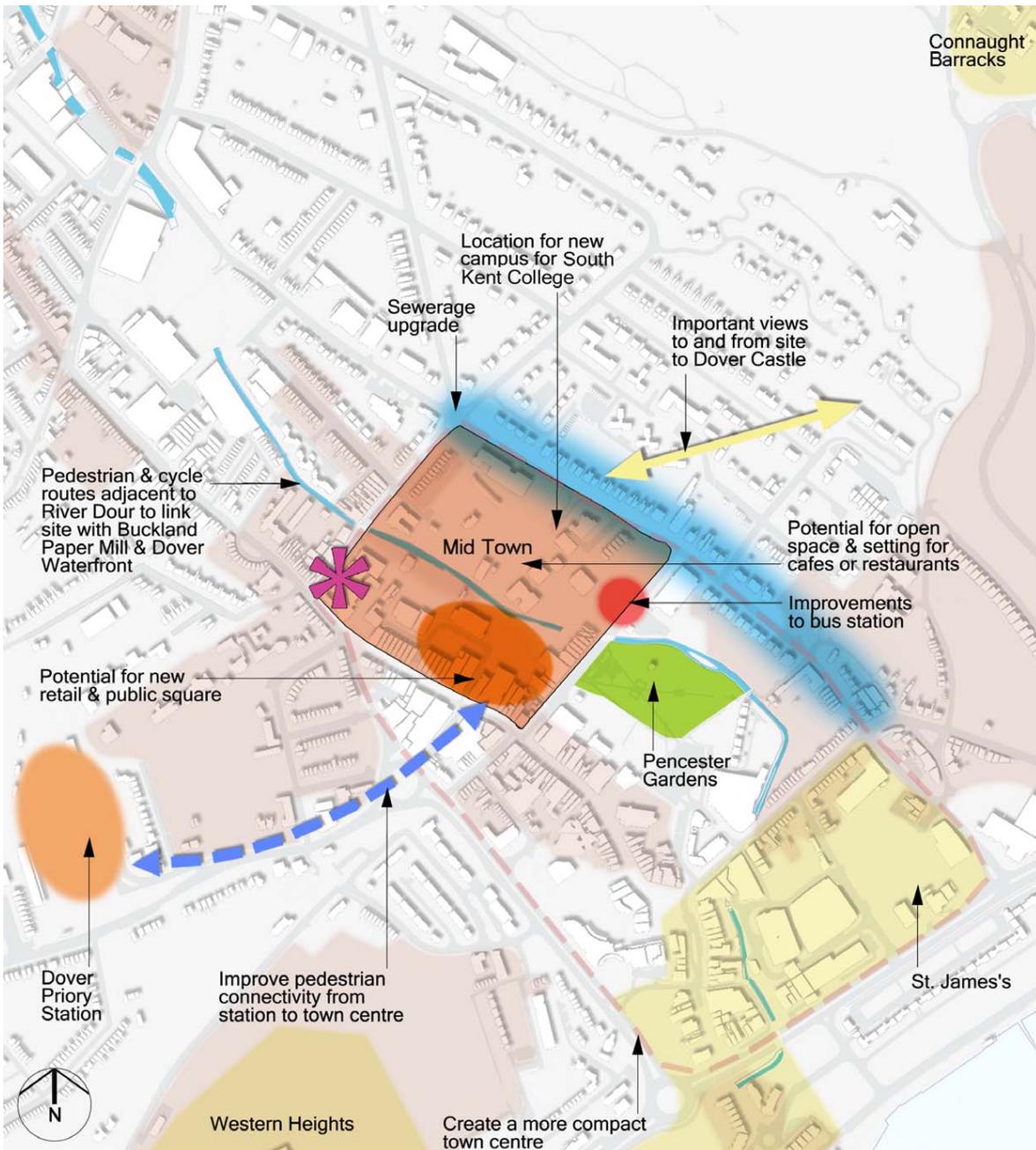
4.29 In accordance with Policy DM5 30% of the allocated housing (a minimum of 30 residential units) will be sought as affordable homes of a type and tenure that will help to meet prioritised need.

4.30 In terms of sustainable construction, the form of proposed development lends itself to the inclusion of a district heating system and non-residential buildings should meet BREEAM excellent standards. Residential buildings should achieve 75% of sound insulation credits under the Code for Sustainable Homes.

4.31 Integral to the development is the enlargement and improvement of public areas centred on the river frontages (including extension of riverside walking and cycling routes) and potential to incorporate a new public square and public art. The dominant design purpose is to restore the area and this will require careful consideration of the need for, and disposition of, foreground buildings, vistas, public space and focal points, bearing in mind the scheduled monument and listed buildings within the area and views to and from the Castle. The selection of appropriate architectural style and materials will also be of great importance.

4.32 The cause of flood risk at the site is a combination of river flooding and capacity issues in the adjacent combined surface water and foul sewerage system. Careful consideration will also need to be given to the disposition of development and open areas in relation to flood risk, in accordance with the sequential provisions of national policy (PPS25) on the degree of flood risk in relation to the vulnerability of uses. The approach to public realm provision and enhancement will be heavily shaped by this factor. It will be determined through a detailed flood risk assessment and informed by the results of the 'Flood Risk and Assessment and Appraisal of Flood Alleviation Scheme for the Dover Mid Town Area' that is being overseen by the Project Steering Group. Both of these studies are likely to be key drivers in the physical masterplanning of the site.

4.33 Figure 4.3 illustrates the principal issues with the proposed redevelopment of the area and should be used to inform masterplanning and the determination of planning applications.



- Conservation areas
- Mid town strategic sites
- Town Centre
- Strategic sites
- ✱ Ancient Monument

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Figure 4.3

Policy CP 9

Dover Mid Town

The Dover Mid Town area is allocated for mixed use development of C2 uses (residential institutions), C3 uses (residential of at least 100 homes), A1 shop uses, A3 restaurants and cafés uses and A4 Drinking establishments uses (of up to 15,000 square metres), D1 (non-residential institutions), the redevelopment of South Kent College (around 5,000 square metres), and parking to serve the development and the town centre. Planning permission will be granted provided that:

- i. Any application for development is preceded by, and is consistent with, a masterplan for the whole site which has been agreed by the Council as a Supplementary Planning Document, or it otherwise would not jeopardise the masterplanning of the whole site;
- ii. The proposals relate to the whole allocated development or if less do not in any way prejudice the implementation of the whole development;
- iii. All development is located within the site in accordance with national policy on the degree of flood risk and compatibility of specific use and, where necessary, include design measures to mitigate residual risk;
- iv. The design incorporates foreground buildings and creates vistas, focal points and public spaces (incorporating public art) having particular regard to relationships with the River Dour, Town Hall, proximate listed buildings and views to and from Dover Castle;
- v. A district heating system is incorporated into the development, non-residential buildings meet BREEAM excellent standards and residential buildings should achieve 75% of sound insulation credits under the Code for Sustainable Homes;
- vi. Ground floor uses create activity that takes full advantage of the riverside setting; and
- vii. The development is designed to complement and enhance the appearance of the River Dour and encourage walking and cycling.

Connaught Barracks, Dover

The Site

4.34 The former Connaught Barracks complex is surplus to military requirements and was acquired for redevelopment by English Partnerships (now part of the Homes and Communities Agency) in 2007. It is located on high ground opposite Dover Castle overlooking the town, port and the Channel, with views of France possible from parts of the site. The coastal area to the east is part of the Kent Downs Area of Outstanding Natural Beauty and also contains the Dover to Kingsdown Cliffs Special Area of Conservation. A residential development (and primary school) lies to the immediate north. This was built in the 1970s and 1980s as further accommodation for military personnel and their families but is now largely in more general residential use.

4.35 The overall site comprises Connaught Barracks (approximately 12.5 hectares), the scheduled monument of Fort Burgoyne (approximately 10 hectares), playing fields (around 9.0 hectares) and former training area (around 24.5 hectares) which has been designated as a Local Wildlife site. The Fort has lacked a proper maintenance regime for many years and much of the ditch works have

become overgrown. Ordnance has been removed from the training area which now has potential for improvement to its ecological interest. The playing fields remain in use and their open nature also has an important function in the setting of Fort Burgoyne.

4.36 The site is currently accessed from three points on Dover Road via the A258 and an emergency access direct from the A258. The A258 leads southwards to the town centre and northwards to Deal via a junction with the A2. There is also a separate pedestrian route to the town centre but this involves several flights of steps. Whilst the site is close to central Dover its hilltop location means that it is not readily accessible for pedestrians and cyclists. A coach parking area for Dover Castle is located at the junction of the Deal/Dover Road immediately outside the site. There is a need to upgrade the electricity supply, foul drainage and water supply systems to support redevelopment.

4.37 None of the buildings on the Connaught Barracks part of the site are considered to be of listable quality but they should be comprehensively recorded prior to their demolition for their contribution to the evolution of barrack design. The site also contains archaeological remains which must be safeguarded and parts are likely to be contaminated. There are a number of trees within the site, and an important tree-lined avenue with a grass verge along Dover Road and Fort Burgoyne Road that runs through the middle of the site towards Fort Burgoyne and trees fronting the A258. A tree survey and a Landscape Character Assessment will be required to identify trees that should be retained and incorporated into the redevelopment.

4.38 The Connaught Barracks part of the site offers a highly unusual opportunity to provide a primarily residential development in a prominent and sensitive setting providing outstanding views to Dover Castle and across the Channel. This setting, however, also produces constraints in that redevelopment must not harm the setting of Dover Castle, Fort Burgoyne or the AONB, nor be likely to cause a significant adverse effect on the Dover to Kingsdown SAC.

4.39 Fort Burgoyne has potential to accommodate new uses, provided that they are compatible with its historic interest. The former training area does not have development potential owing to its wildlife value and to landscape considerations. Similarly development potential of the playing fields is very limited due to a combination of their recreational value, role in providing an appropriate setting for Fort Burgoyne, access and landscape considerations. The redevelopment of Connaught Barracks will need to include measures to secure the future use and maintenance of Fort Burgoyne, the former training area and of the playing fields.

The Proposal

4.40 The Connaught Barracks part of the site is suitable for residential development with a minimum capacity of 500 homes. The scale and location of the development provide the potential to make an important contribution to re-balancing Dover's housing offer and improving its market appeal and image. It has, in particular, a role in extending the upper-mid market range of family accommodation. Its dominant purpose is therefore to help create an improved housing market, and design will have a leading role to play in this. Bearing in mind the sensitive historic and landscape setting it is not appropriate for the development to include a landmark building but it should include foreground buildings and create vistas and focal points taking particular account of retained features (such as trees), important views into and out of the site and the relationship with Fort Burgoyne. The disposition, height and appearance of buildings will also require very careful consideration in order to successfully create an appropriate sense of local distinctiveness and identity.

4.41 In accordance with Policy DM5, 30% of the residential homes (a minimum of 150 homes) will be sought as affordable homes of a type and tenure that will help to meet prioritised need.

4.42 Further important aspects to the creation of a community are the way in which it is socially integrated with the adjacent residential area of Burgoyne Heights to the north and its accessibility to the town centre. In preparing the Access Strategy for the site, options should be evaluated with the objective of identifying an access solution that maximises the potential for walking, cycling and use of public transport.

4.43 The Habitat Regulations Assessment of the Core Strategy has identified that the proposed development in combination with the wider growth plans for Dover may cause a significant effect on the Dover to Kingsdown Cliffs SAC through increased recreational pressure. The potential impact of the proposed development should be assessed and a mitigation strategy developed, which is aimed at deflecting recreational pressure away from the SAC. The strategy should consider a range of measures and initiatives including provision of open space within the development, improved access and management of the playing fields and management of the former training ground.

4.44 Development proposals should include re-use of Fort Burgoyne for uses that are compatible with preserving the historic interest and integrity of the scheduled monument and would make a positive contribution to its future maintenance in terms of generating income and also of maintaining its fabric and providing security. Proposals will also need to establish the strategy towards public access to the Fort and future management arrangements.

4.45 The scale and type of development proposed lends itself to the promotion of standards of sustainable construction that are higher than national requirements. This approach is also compatible with the Homes and Communities Agency corporate commitments. The development should achieve at least 80% of the ecology credits using the Code for Sustainable Homes and BREEAM assessments, as appropriate. It will be particularly important through masterplanning to establish the strategy towards meeting energy and water requirements because of the implications for physical layout and appearance, which will also need to be considered from the historic environment and landscape perspectives.

4.46 Figure 4.4 illustrates the principal issues with the proposed redevelopment of the area and should be used to inform masterplanning and the determination of planning applications.

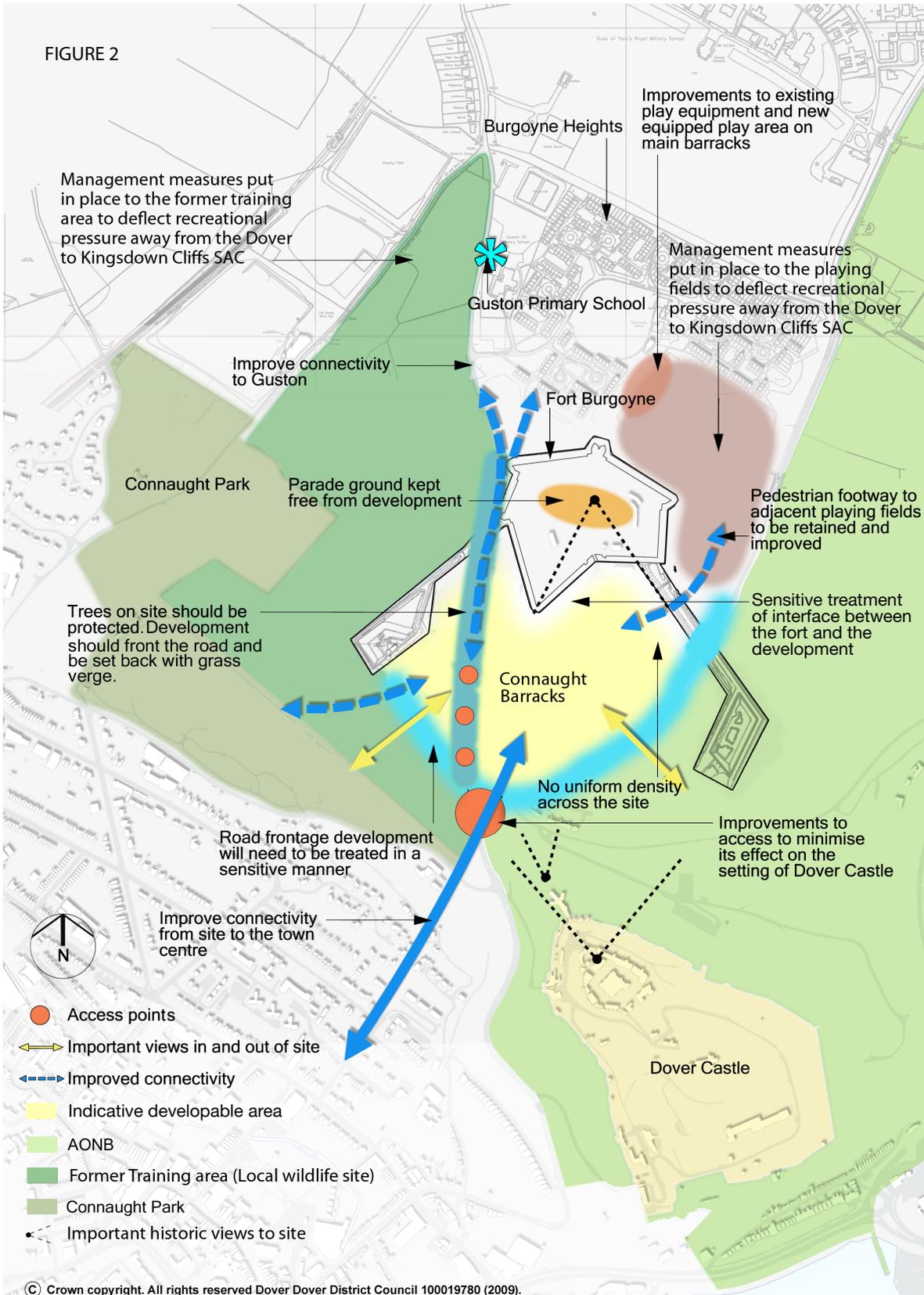


Figure 4.4 Connaught Barracks Constraints and Opportunities

Policy CP 10

Former Connaught Barracks Complex

The former Connaught Barracks complex is allocated for residential development (C3 use). Planning permission will be granted provided:

- i. Any application for development is preceded by, and is consistent with, a masterplan for the whole site which has been agreed by the Council;
- ii. The proposals relate to the whole allocated development or if less do not in any way prejudice the implementation of the whole development;
- iii. The development comprises about 500 dwellings which are confined to the Connaught Barracks part of the site and make a particular contribution to the enhancement of Dover's upper-mid market range of housing
- iv. A comprehensive record is made of all buildings prior to their demolition;
- v. The design incorporates foreground buildings and creates vistas and focal points using retained trees and having particular regard to relationships with Fort Burgoyne, Dover Castle and the Western Heights, and impact on the adjacent landscape especially the Kent Downs Area of Outstanding Natural Beauty;
- vi. A mitigation strategy to address any impact on the Dover to Kingsdown Special Area of Conservation is developed. The strategy should consider a range of measures and initiatives including for example provision of open space within the development, improved access and management of the playing fields, management of the former training ground or improved access to other open spaces in the vicinity of the development. In any event the biodiversity of the former training area should be enhanced;
- vii. The condition of Fort Burgoyne is stabilised, if possible new uses are accommodated, a public access strategy is agreed and a management arrangement is incorporated that secures a sustainable future for the Fort;
- viii. An energy and water strategy is developed that will be capable of enabling the development throughout its lifetime to meet proposed national stepped requirements for sustainable construction under the Code for Sustainable Homes and the development achieves at least 80% of the ecology credits using the Code for Sustainable Homes and BREEAM assessments, as appropriate; and
- ix. An access strategy is developed that maximises the potential for walking, cycling and use of public transport, especially to the town centre and to Burgoyne Heights. Should a new access onto the A258 be proposed as part of this strategy it would have to comply with the requirements of Policies DM12 and DM16, with particular reference to the landscape character and setting of the Kent Downs AONB, and avoid harm to the setting of the Fort Burgoyne and Dover Castle Scheduled Ancient Monuments.

The Managed Expansion of Whitfield

The Site

4.47 The Key Diagram has identified a location for a major urban expansion at Whitfield. The indicated area lies around the west, north and east of Whitfield. On the east of Whitfield it is bounded by the A256. More detailed work in the evidence base, in particular masterplanning for the east side and environmental and access appraisal work for the west, has led to the identification of a site of 309 hectares. The site is in multiple private ownership.

4.48 The site comprises mainly agricultural land used for arable farming but encompasses country lanes and other rights of way and a small number of residential properties, of which Temple Farm is listed. The national classification of agricultural land indicates that the site comprises best and most versatile land. While the loss of high quality agricultural land is not desirable from an agricultural perspective, site search work has shown that there are no other viable alternatives. The inclusion of some residential properties within the site boundaries does not imply any intention for their redevelopment.

4.49 To the south west of the site, beyond the A2, lies the Lydden and Temple Ewell Downs Special Area of Conservation. This is designated for its dry grasslands and scrublands lying on chalk. The Core Strategy's Habitat Regulations Assessment has indicated that the proposed expansion of Whitfield could result in significant adverse effects on the SAC unless avoidance and mitigation measures are built in. Particular areas of concern are additional recreational and urbanisation pressures, and increased air pollution (the SAC already suffers from poor air quality).

4.50 The western boundary of the site is close to residential properties that are listed and to an ancient woodland while the eastern boundary is close to the hamlet of Church Whitfield, which contains a listed building. The inner boundary of the site abuts residential properties on the existing outer edge of Whitfield. There is a need to ensure that existing residential amenities and the setting of listed buildings are not harmed.

4.51 The site contains, and is set within, an undulating landscape associated with the northern slopes of the Kent Downs. The site's boundaries have been selected to minimise the possibility of development causing visual intrusion into the wider landscape, although there are parts of the site that do not lend themselves to development for that reason. In addition, there is a need to include open areas for recreational purposes, as buffers and as a means of deflecting pressures away from the SAC.

4.52 The site is not of special biodiversity interest and it functions mainly as a corridor for wildlife via hedgerows and tree lines. Biodiversity interest could, however, be increased through strengthening the corridors and connecting them more effectively to the wider network of green infrastructure.

4.53 Access to Whitfield is currently primarily via junctions with the A2 at Whitfield and with the A256 north of Whitfield near Eastling Down Farm. These arrangements are not capable of supporting significant development and, in particular, the A2 Whitfield roundabout has capacity and traffic management issues. In addition, the local roads serving the west of Whitfield are country lanes in character, often without footways, and not suitable for serving an expanded community. A new road network will be required to support development. The form of this is yet to be decided. Notwithstanding the need for new road infrastructure, development of the site must include measures to maximise use of public transport (especially bus links to the town centre), walking and cycling.

4.54 With regards to other forms of infrastructure, development will need to be supported by improvements to water supply, foul drainage, electricity and gas systems as set out in the infrastructure table in Chapter 3. Development will also need to be supported by additional health and social care, education and other infrastructure as set out in the infrastructure table. Although the site is within flood zone 1 and not at particular risk of flooding, the scale of development requires a flood risk assessment to address surface water issues. This will need to take into account that the large majority of the site is within a groundwater water source protection zone 1, with the remainder in zone 2.

4.55 The site's development to create an expanded community at Whitfield has two important relationships:

- The site will need to be developed in a way that responds to Whitfield's built form. It was originally a loose settlement of farmsteads and the land between and around them was developed incrementally over many years to create the modern settlement. A consequence of this is that it does not have a well defined centre but instead has interspersed local shops and community facilities. Its residential areas very much reflect the different periods of growth that have taken place and include substantial estates built in the second half of the last century. The A2 trunk road runs through the settlement and has a five arm roundabout which provides access to the local road network. Although the junction has a pedestrian and cycle underpass the A2 creates an overall barrier effect between the northern and southern parts of Whitfield and the rest of urban Dover. The southern part of Whitfield includes the major employment area of the White Cliffs Business Park (which also accommodates major out of centre superstores) and a secondary school. Development of the site should include measures to reduce the A2's barrier effect and allow easier walking and cycle connections between north and south Whitfield.
- Development of the site must create an expanded settlement at Whitfield that is complementary to the town centre rather than one in competition. One of the reasons for seeking population growth at Dover is to help support an improved range of facilities at the town centre. It is therefore of great importance that the expansion of Whitfield is only supported by social infrastructure, shopping and leisure facilities that are necessary for the local community and not to serve the wider needs of Dover. In addition, residents at Whitfield must be able to access the town centre easily, especially by public transport, to encourage use of Dover town centre rather than competitor centres outside the District.

4.56 Overall, the site offers the opportunity for a major sustainable expansion at Whitfield which would make the largest single contribution to realising the Strategy.

The Proposal

4.57 The site is suitable to accommodate an expansion of around 5,750 homes supported by a range of physical, social and green infrastructure, retail, small scale professional offices and other uses such as pubs, cafés and community facilities.

4.58 The major purpose in design and quality terms is to create an expanded community at Whitfield that improves the level of local facilities and the way in which the settlement functions while making the major contribution to the creation of a broader and more appealing housing market at Dover. While a development at this scale must provide a full range of housing in terms of tenure, size, house type and price range it has a particular role in delivering housing that will attract people who wish to move into the District, especially families and those of working age. This suggests a split of market housing based on the following guidance (as a variant of the general guidance in the Strategic Housing Market Assessment) which will need to be refined through masterplanning and the preparation of planning applications:

- 1 bedroom - 25%
- 2 bedroom - 35%
- 3 bedroom - 30/35%
- 4 bedroom - 5/10%

4.59 In accordance with Policy DM5 30% of the allocated housing (a minimum of 1,725 homes) will be sought as affordable homes of a type and tenure that will help to meet prioritised need.

4.60 It would be appropriate to include landmark buildings to provide entrances to the site provided this did not create issues of harmful visual impact on the landscape. Foreground buildings, vistas and focal points should be included, especially in conjunction with the creation of neighbourhood centres and of open space networks to help create visual interest and a sense of place.

4.61 The approach towards the physical layout of buildings must be fully integrated with the development of an access and movement strategy, a network of green infrastructure and a strategy towards sustainable construction, especially relating to energy and water. With regard to sustainable construction the development is of such a scale that it should seek to achieve a standard in excess of national requirements. In particular, it should seek to achieve Code for Sustainable Homes level 4, and aspire to level 5, with immediate effect from adoption of the Core Strategy. Non residential buildings should meet BREEAM excellent standard and schools should meet zero carbon rating.

4.62 An access and transport strategy will be required to establish the best route and status of the link road between the A2 and the A256 and the preferred access points to serve the site. This should develop the findings of the Dover Transport Strategy in respect of measures to maximise walking, cycling and public transport usage - specifically the Dover town centre to Whitfield express bus, Dover to Whitfield cycle route and maintenance of access for residents to the wider countryside. The access and transport strategy must demonstrate how access can be achieved in relation to a phasing plan for the whole development. This must also take account of construction access arrangements which must be achieved in a way that is not disruptive to existing residents. In addition, the development should make land provision for a park and ride facility.

4.63 The site is of sufficient size to be able to create substantial areas of open space (in the order of 90 hectares) that, with appropriate management measures, would have the potential to deflect urbanisation and recreational pressures away from the nearby SAC. The likely impact of the development on the SAC's air quality issues is difficult to assess until the position of the link road is established and further traffic modelling undertaken through the masterplanning stage.

4.64 Figure 4.5 illustrates the principal issues with the proposed redevelopment of the area and should be used to inform masterplanning and the determination of planning applications.

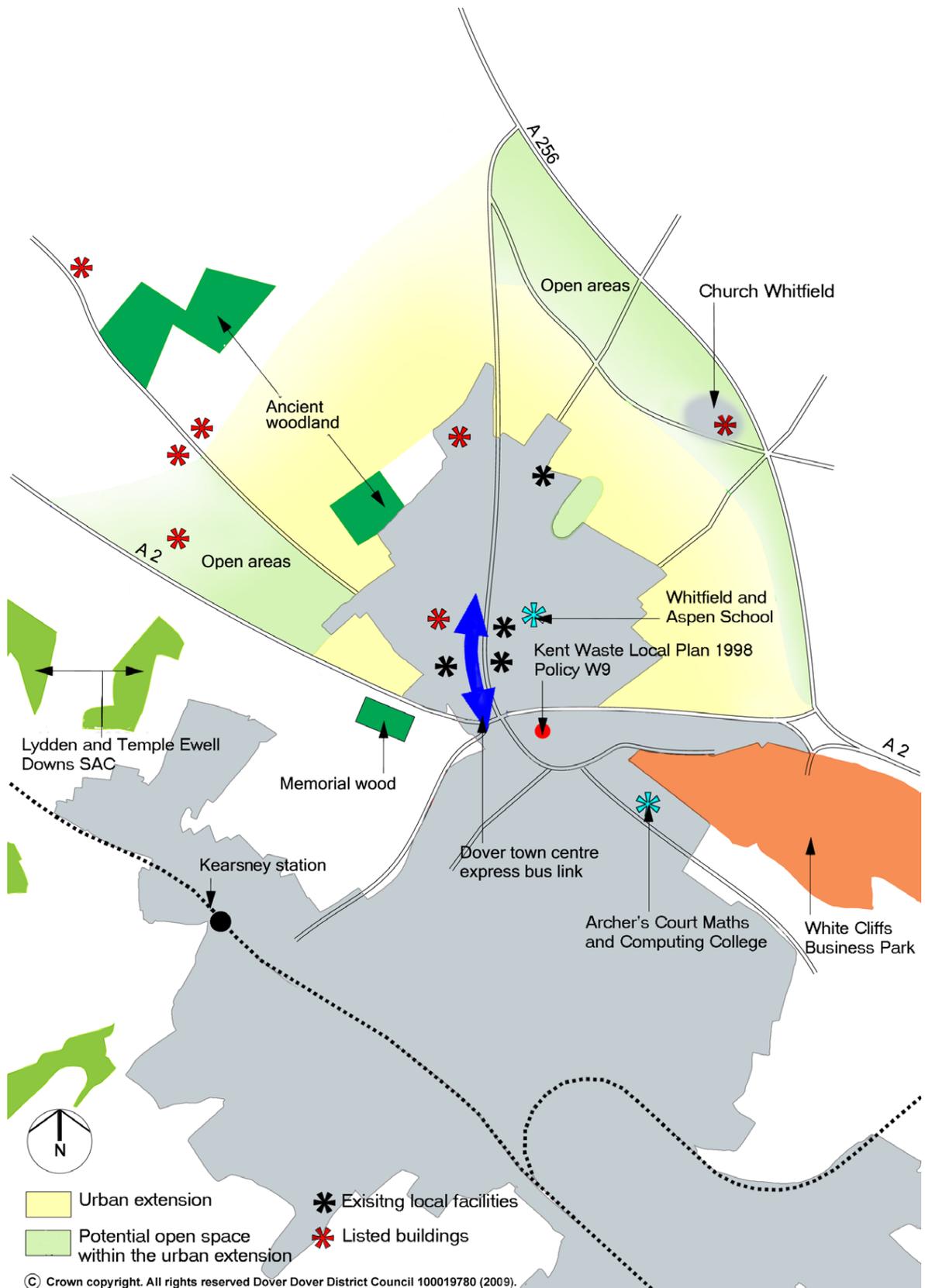


Figure 4.5 Whitfield Constraints and Opportunities

Policy CP 11

The Managed Expansion of Whitfield

The site to the west, north and east of Whitfield is allocated for an expansion of Whitfield comprising at least 5,750 homes supported by transport, primary education, primary health and social care, utility services and green infrastructure together with retail, financial and professional offices, eating and drinking establishments (Use Classes A1 to A5). Planning permission will be granted provided:-

- i. Any application for development is preceded by, and is consistent with, a masterplan for the whole site which has been agreed by the Council as a Supplementary Planning Document;
- ii. The proposals relate to the whole allocated development or if less do not in any way prejudice the implementation of the whole development;
- iii. The proposals include a phasing and delivery strategy that is related to the provision of all forms of infrastructure and the creation of neighbourhood centres;
- iv. An access and transport strategy is developed that maximises the potential for walking, cycling and use of public transport, especially to the town centre and the White Cliffs Business Park area, includes link/distributor roads to connect the site to the surrounding network, identifies access points to the site and between the site and the existing settlement, safeguards land for a park and ride facility and identifies construction access arrangements that do not disrupt existing residents;
- v. An energy and water strategy is developed that will be capable of enabling the development throughout its lifetime to meet proposed national stepped requirements for sustainable construction under the Code for Sustainable Homes but enables residential buildings to achieve a minimum of Code for Sustainable Homes level 4 with immediate effect from adoption of the Core Strategy, non-residential buildings to achieve BREEAM excellent standard and schools to achieve zero carbon rating;
- vi. Existing hedgerows and tree lines are, wherever possible, retained and enhanced to form the basis of a green infrastructure network that connects with the wider network and also incorporates open spaces for recreational and other purposes, including the provision of facilities to deflect likely urbanisation and recreational pressures arising from the development away from the Lydden and Temple Ewell Downs Special Area of Conservation;
- vii. The design creates neighbourhood centres and incorporates a landmark building and foreground buildings and creates vistas and focal points using retained trees and having particular regard to relationships with the access and transport, energy, water and green infrastructure strategies;
- viii. The mix of market housing is designed to broaden Dover's market offer and appeal and assist in attracting families and people of working age into the District while the provision of affordable housing should address prioritised need; and
- ix. The proposals demonstrate how the development would protect the setting of listed buildings and integrate with existing residential areas while not causing any significant adverse effect on the amenities of existing residents.

5 Delivery Framework

Delivery Plan Process and Programme Management

5.1 This chapter provides the strategic delivery framework for the Core Strategy. It sets out the main activities to achieve the plan's aim and objectives. It assesses the critical relationships between core policies and development proposals and critically examines who does what to deliver the Core Strategy's aims and objectives, recognising the key role of Dover District Council as planning authority as well as an implementation agency in its own right. This will involve strong partnership working with the Council's full range of partners in order to deliver the Strategy's levels of growth. Key strategic milestones have been identified which will be subject to monitoring by the Council and its partners to trigger intervention if required to ensure the delivery of proposals and achieve the core aim and objectives.

This Delivery Framework:

- Sets out the **delivery framework** within which the Core Strategy will be delivered, including the main activities and timeframes to achieve the plan's aim and objectives;
- Covers the **delivery mechanisms** that will be used for the implementation of proposals to ensure the delivery of the Core Strategy aims and objectives,
- Identifies a **delivery programme** and **critical path** for proposals, a sequence of events in which proposals must occur in order for Dover District to function and grow, including key housing, employment and infrastructure projects;
- Outlines the key **risks** involved in the delivery of the Core Strategy and the actions that will be undertaken to mitigate these risks plus contingencies which might be employed if required;
- Details the **programme management, monitoring** and **review** processes that will be used by the Council as a part of the programme management activity, including the use of key indicators, timescales and milestones, the Annual Monitoring Report and the District's independent Delivery Plan.

5.2 The Core Strategy delivery framework concentrates on the strategic issues that are fundamental to delivering the Core Strategy, dealing with key principles and core activities. This delivery framework will be supported by a detailed Delivery Plan consistent with this delivery framework.

The Delivery Plan will:

- provide greater detail on the range of activities and projects to be undertaken to realise the Core Strategy's aim and objectives;
- emphasise the mechanism for implementation clearly setting out the delivery agencies and the potential role of Dover District Council in the delivery of projects;
- be used as a project management tool to guide the delivery of proposals;
- be updated by the Council as necessary;
- provide a timeframe for activities required to deliver the plan's aim and objectives;
- cost the projects and infrastructure that comprise the future make up of the District, identifies any gaps and the need for public sector forward funding where required; and
- inform the Annual Monitoring Report to Dover District Council on the performance of the Core Strategy.

Delivery Mechanism

5.3 The Delivery Framework has been developed with particular regard to demonstrating how planning objectives can be delivered by demonstrating how public policy, and particularly planning policy, can shape development implementation through:

- developing and creating **new partnerships** to work to single agenda and planning policy framework;
- ensuring that these partnerships assist the Council in securing major infrastructure **investment**, both public and private, for the implementation of key strategic development sites;
- ensuring a **supply of land** is readily available for development, and where necessary using its powers, including site acquisition, to ensure this land can come forward; and
- ensuring **planning procedures** assist in the timely and efficient delivery of development through, for example, the proposed Development Contributions SPD and the establishment of specific arrangements to work on the most complex strategic development sites.

5.4 The Council cannot implement the Strategy alone. It will work with public, private and voluntary sector agencies to draw together resources and priorities to deliver growth. The Council has established strong partnerships, which have assisted in the process of producing this Strategy and the supporting evidence base. The Council now intends to move into a formalisation and strengthening of these arrangements. This includes the delivery team arrangements set out below. This will allow the Council to continue to better align the programmes of other partners with the priorities of the Core Strategy and maximise the use of resources in delivering growth and change.

5.5 The Council will take a business planning perspective on achieving growth. This will entail understanding how and when key proposals will be paid for and by whom. Actual financial costs are not set out in this Core Strategy Delivery Framework, as it is clear that these will change over time. However, an indicative approach to financing is set out in the delivery schedule tables that follow. More detail on costs and finance will be provided in the Council's supporting Delivery Plan. The Council will continue to seek to secure public sector infrastructure funding through, for example, its Growth Point Programme of Development and the Community Infrastructure Fund. In addition, the

Council is promoting a tariff approach to S106 developer obligations through a Development Contributions SPD and will consider the use of the proposed Community Infrastructure Levy when brought into operation by the Government.

Public Sector Intervention

5.6 In working as an agency to deliver the Core Strategy, the District Council may be required to intervene to ensure that key proposals come forward. Public sector intervention can occur at three broad levels of activity:

- Promoting development opportunities through effective marketing and promotion
- Developing closer working arrangements between different public sector organisations and with the private sector
- Developing and implementing strategies to tackle particular issues
- Aligning priorities and using existing public sector mainstream funding to meet common objectives
- Preparing Supplementary Planning Documents (SPDs) and masterplans to investigate in detail and identify the issues of developing a particular site and providing a clear and more detailed level of planning policy guidance on how they should be resolved. This also enables local communities to be more involved and prepares the way for the submission of a planning application
- Buying land by agreement in order to make it available for development
- Buying land compulsorily when agreement is not possible
- Preparing land for development e.g. removing contamination or providing new infrastructure
- Securing public sector funding as 'enabling development'
- Entering into development partnerships with the private sector and/or other public bodies to implement key development proposals
- Carrying out development directly or with partners

Delivery Team Arrangements

5.7 The practicalities of delivering the Core Strategy's growth levels require strong working arrangements both within the Council and with its partners. Accordingly, the Council will establish an Implementation Group, which will oversee activities, and manage the implementation of the Core Strategy.

5.8 The Implementation Group will be led by the Council and include the full range of partners - public, private and voluntary - and will regularly review the Delivery Plan. The Implementation Group will work closely with the Dover Pride Partnership, which has a specific focus on the Dover town. The Group will direct and work with infrastructure providers, including the East Kent Spatial Development Company; a Regional Development Agency owned regeneration vehicle that assists in the provision and management of funds for the delivery of infrastructure.

5.9 The operational structure of the Implementation Team arrangements is set out in the diagram below.

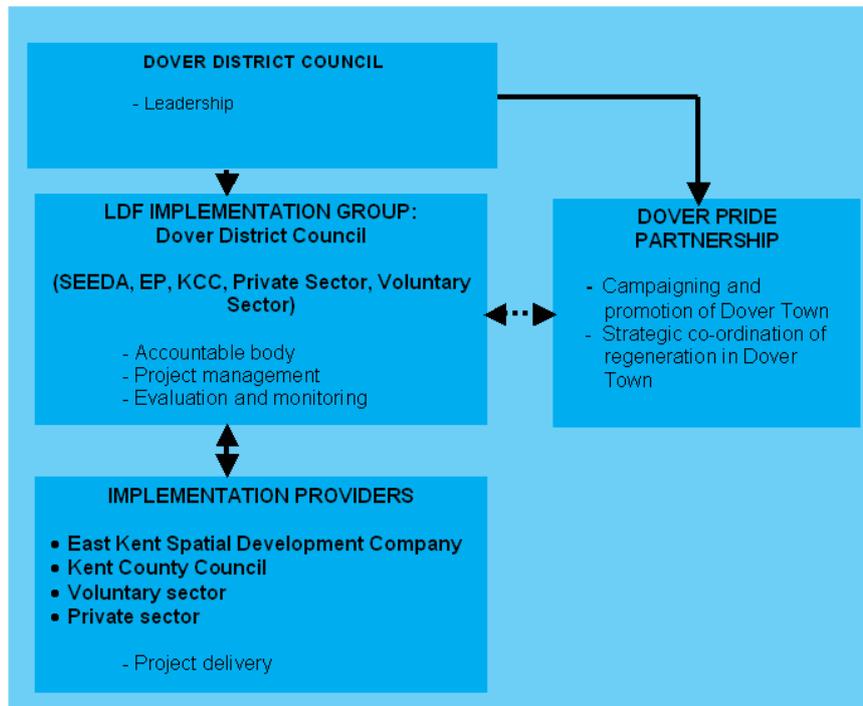


Figure 5.1 Operational Structure

Critical Path

5.10 The critical path is the relationship between different types of development proposed in the Core Strategy and the provision of infrastructure. More specifically, it is the relationship between jobs, homes, labour supply, town centre improvements and infrastructure. At the most strategic level housing growth and labour supply should be broadly in line with employment levels and with improvements to town centres; infrastructure should be provided before, or with, development.

5.11 The outcome of research into infrastructure indicates that small and medium scale developments can generally proceed during period one of the Strategy's four five-year periods without encountering major infrastructure difficulties. Those infrastructure issues that do arise are generally likely to be resolvable at site level, through direct provision and development contributions. From the second period onwards the Strategy requires an increasing uplift in regeneration and growth and this will not be possible without the full range of infrastructure provision identified in the table associated with Policy CP6 in chapter 3. This will be dependent on ensuring that reliable funding mechanisms are in place. Further detailed research will also need to be undertaken to support the necessary masterplanning for major sites and subsequent planning applications (see Strategic Allocations section in Chapter 4).

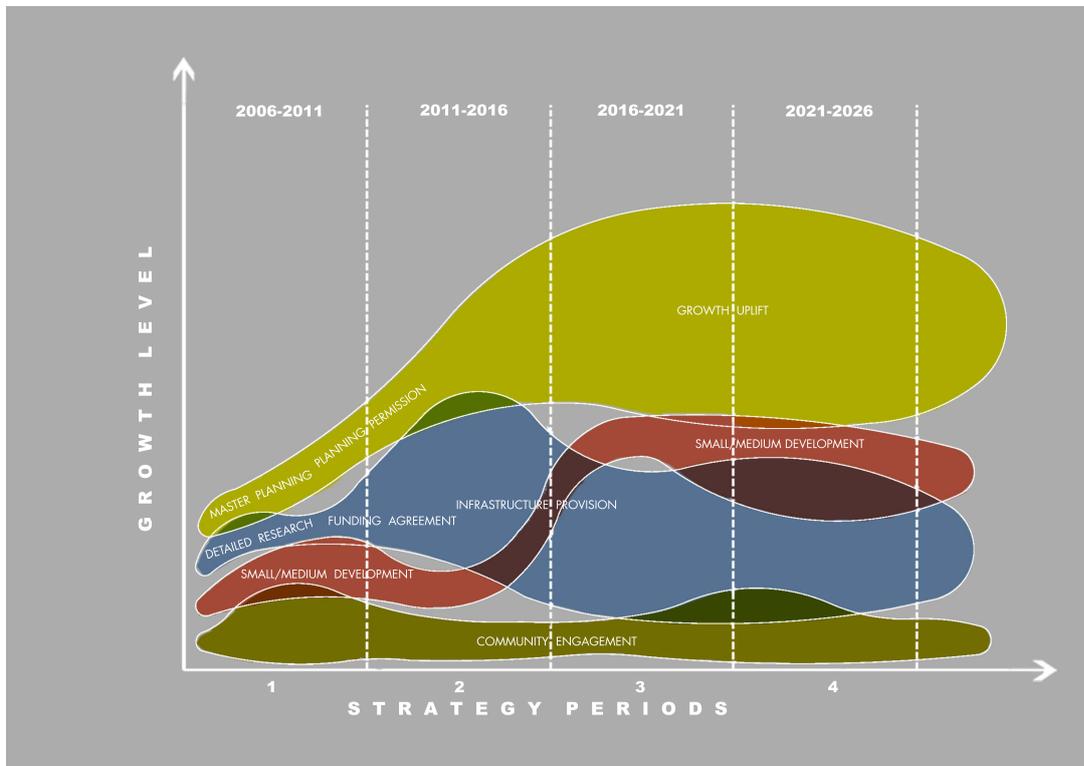


Figure 5.2 Strategic Delivery Concept

5.12 This diagram illustrates that there is a critical period in the Strategy during the end of period 1 (2006-2011) and beginning of period 2 (2011-2016) where preparatory work on major matters needs to be completed in order for infrastructure to begin to be put in place and to enable the uplift in growth. Delays in this period would result in delays to overall delivery unless this could be compensated by increasing provision in the short term through small and medium scale development.

5.13 At Dover, where the Strategy requires most action, there are important relationships between town centre regeneration and growth in jobs and housing. Significant improvements to the town centre need to be made early on to improve its attractiveness and performance and act as a solid base for the uplift in jobs and housing growth. This is not a separated process though, as the necessary improvements to the centre will in themselves result in job creation and provide housing. Improvements to the centre will also be a process that continues throughout the Strategy period. The essential point is that the main uplift in housing and population should occur either after, or in tandem with, significant improvements to the centre and that these relationships have implications for the timing of the strategic allocations.

5.14 In terms of the pace at which the Strategy needs to be implemented there will be a progressive build-up from trend levels of development which would reach maximum delivery around period 3 (2016-2021) continuing into period 4 and then beginning to reduce towards the end of period 4 (2021-2026) and beyond. Figure 5.3 illustrates this and indicates the broad percentages of programmed employment and housing growth by five year Strategy periods.

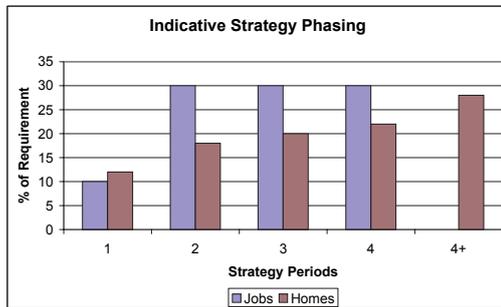


Figure 5.3 Indicative Strategy Phasing

5.15 Figure 5.3 is based upon achieving 10,100 of the Strategy's 14,000 housing requirement by 2026, with the balance occurring afterwards. The 10,100 requirement could be exceeded by 2026 if market take-up was faster. With regard to jobs growth, the Figure is based upon achieving the potential for 6,500 by 2026. There is no indication of jobs growth beyond 2026 because this is too distant to forecast with much accuracy; this should not, however, be taken to imply that there is no further growth potential beyond 2026 and will be kept under review.

The Strategy phasing is based upon an assumption that the market is operating under conditions that support growth and show how a realistic uplift in growth would occur from trend levels. It is, however, clear that the Strategy is being finalised against a background of economic recession. It is not known how deep or long the recession will be and exactly what impact this will have on market take-up of the Strategy's proposals. All phasing and timing should therefore be regarded as a set of relationships which will broadly stay the same, although actual timings may differ due to market conditions over the lifetime of the Strategy. During times of market downturn increased levels of public sector intervention may be the key to enabling the Strategy to progress.

5.16 The following key milestones have been developed to help monitor overall progress and the relationships in the critical path (cumulative jobs and housing figures are in brackets):

- 2006-2011:
- **St James's scheme under construction:** as a key employment and town centre scheme this project needs to be initiated to regenerate Dover Town Centre.
- **White Cliffs Business Park Phase 2 30% complete:** this key employment area for the District will provide employment land for around 1,800 jobs in total
- **High Speed 1 - CTRL Domestic Service operational:** the high speed service at Dover Priory will increase accessibility to London and support investment and the housing market in Dover.
- **Investment in local public transport and highways:** ensuring Dover is accessible and functional as a place
- **Studies and planning for projects in the next period:** acquiring the evidence for major infrastructure and developments in the next period, progressing masterplanning and preparation of planning applications.

2011 Milestone: 650 new jobs - 1,750 new homes

- 2011-2016:
- **Studies and planning** masterplanning and preparation of planning applications continues
- **St James's scheme complete:** a strengthened Town Centre for Dover and 500 jobs provided
- **Terminal 2: Western Dock initial phase complete:** a new terminal providing over 1,000 new jobs in Dover Town.
- **Dover Waterfront underway:** a flagship regeneration project encouraging investment and activity in Dover.

- **Mid Town *underway***: extending activity from St James's through Pencester Gardens to create a well defined Town Centre.
- **Whitfield** infrastructure delivery and first phases of development *underway*.
- **Connaught Barracks *underway***: quality housing and broadening the District's housing offer.

2016 Milestone: 1,950 (2,600) new jobs - 2,500 (4,250) new homes

- 2016-2026:
- Housing delivery continued at **Whitfield** as a part of the urban extension creating a new housing offer for the District.
- **Mid Town *complete***: extending activity from St James's through Pencester Gardens to create a well defined Town Centre
- **Terminal 2 Western Docks**: subsequent phase *under construction* and *complete* by end of 2026.
- **Dover Waterfront *complete***.

2026 Milestone: 3,900 (6,500) new jobs - 5,850 (10,100) new homes

- Post 2026
- Housing delivery *completed* at **Whitfield** creating a new housing offer for the District.

Post 2026 Milestone: completion of Whitfield urban extension - approximately 14,000 new homes across the District

Delivery Programme

5.17 The timeline for key developments and infrastructure is set out below, indicating when the major development proposals are anticipated to start and finish. The delivery programme will be set out in more detail in the Council's independent Delivery Plan.

5.18 The delivery programme below includes District level projected annual rates of jobs and housing delivery, which will require both the implementation of key proposals set out in the programme and the further range of sites that are covered in the Site Allocations Document. Key milestones, covered in more detail in the monitoring section. The chart below provides a coherent picture of how the District will change over the next 20 years.

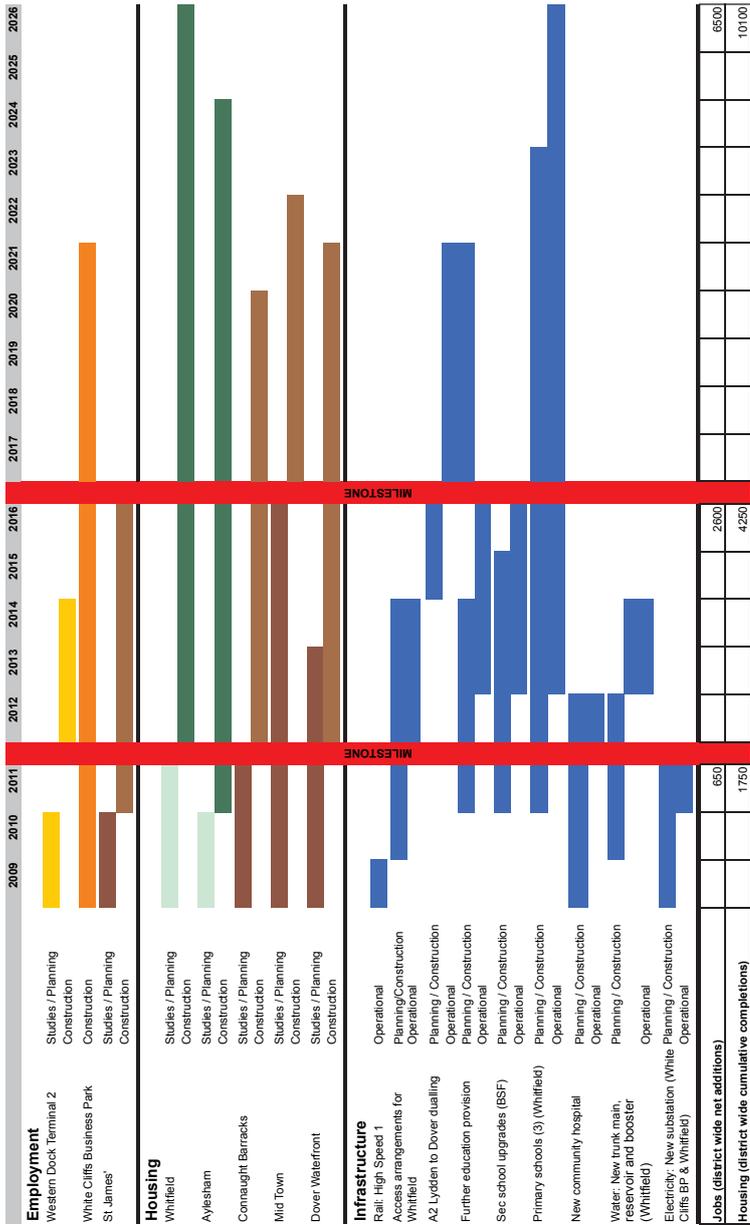


Figure 5.4 Delivery Programme

Housing Trajectory

5.19 The chart below sets out a projected schedule of housing delivery across the District up to 2026. The chart indicates total projected completions in relation to the minimum housing requirements of the Regional Spatial Strategy and the Core Strategy.

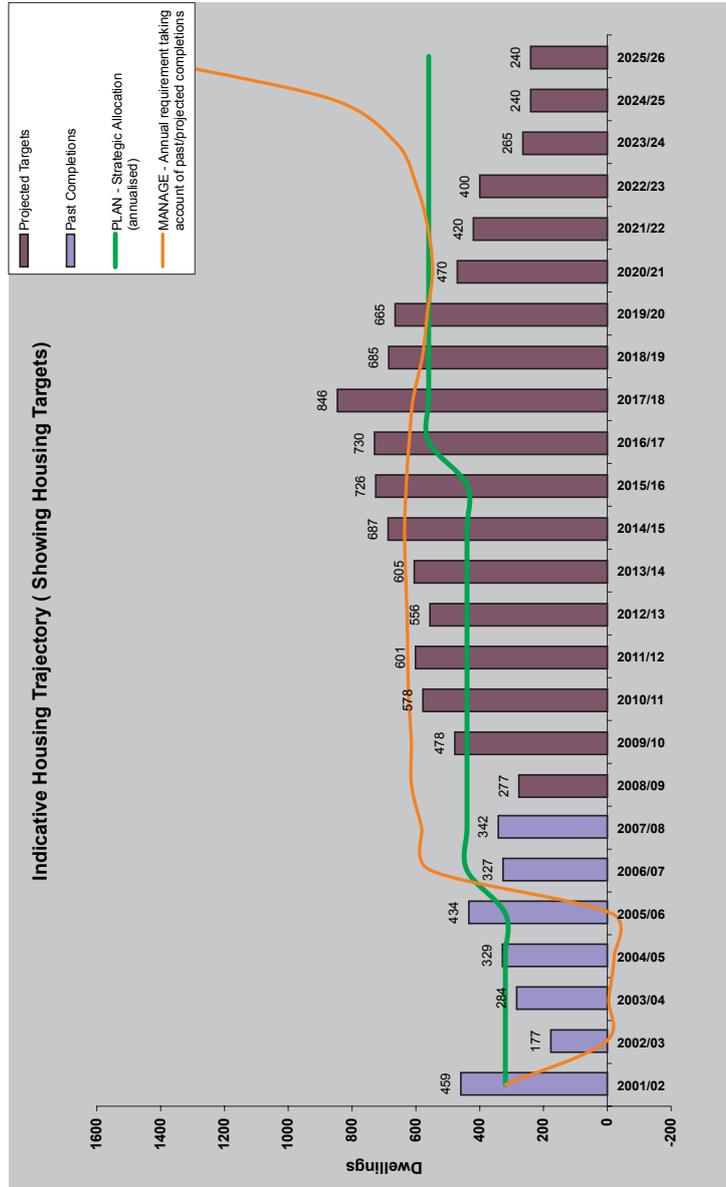


Figure 5.5 Housing Trajectory

Programme Management

5.20 Delivering growth and change will require strong and active programme management. The system of programme management will be developed and managed through the Implementation Group. To be successful it will need the active cooperation and support of all the Council's public, private and voluntary sector partners including private sector landowners and developers.

5.21 Programme management involves the close monitoring and adjustment of activities to ensure they are progressing as planned and supporting the key aims and objectives of the Core Strategy. It is essential to monitor and review the delivery of development as well as overall progress in meeting the Core Strategy's objectives:

- continually, using the supporting Delivery Plan which will guide project management,
- formally, via the Council's Annual Monitoring Report; and
- strategically, against the milestones set out in this chapter.

5.22 The Council will consider the outcomes of the Annual Monitoring Report and whether this indicates the need to review existing LDF Documents, or to produce any additional ones. Any such changes have to be set out in the Council's Local Development Scheme and agreed by the Government. Should monitoring find that progress is insufficient to meet targets it does not automatically mean that a review of LDF Documents should take place. Where targets are not being met the Council will identify the relevant issues, analyse the problem and propose remedial action if necessary.

5.23 The Core Strategy needs to be flexible enough to consider whether additional public sector intervention is possible and justified or whether another development might be advanced faster to compensate for major development projects that may have stalled or halted. This will be essential to ensuring that implementation is flexible and can respond to changing circumstances.

5.24 There is a clear active two-way relationship between the Annual Monitoring Report and programme management. The Council's programme management and monitoring process is set out in the diagram below:

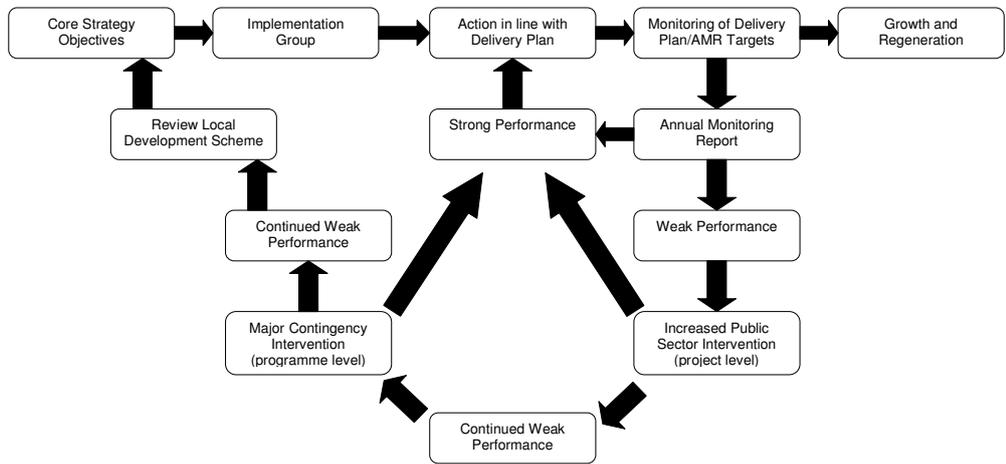


Figure 5.6 Programme Management

Risk and Contingency

5.25 Even with the highest level of public sector intervention there is a possibility that development proposals may fail to come forward due to reasons beyond local control. This risk requires high level contingency planning and action at the programme, rather than project level, and may lead to a reshaping of the delivery programme to maintain the District's critical path.

5.26 At this stage a number of strategic areas of risk have been identified along with appropriate contingency measures.

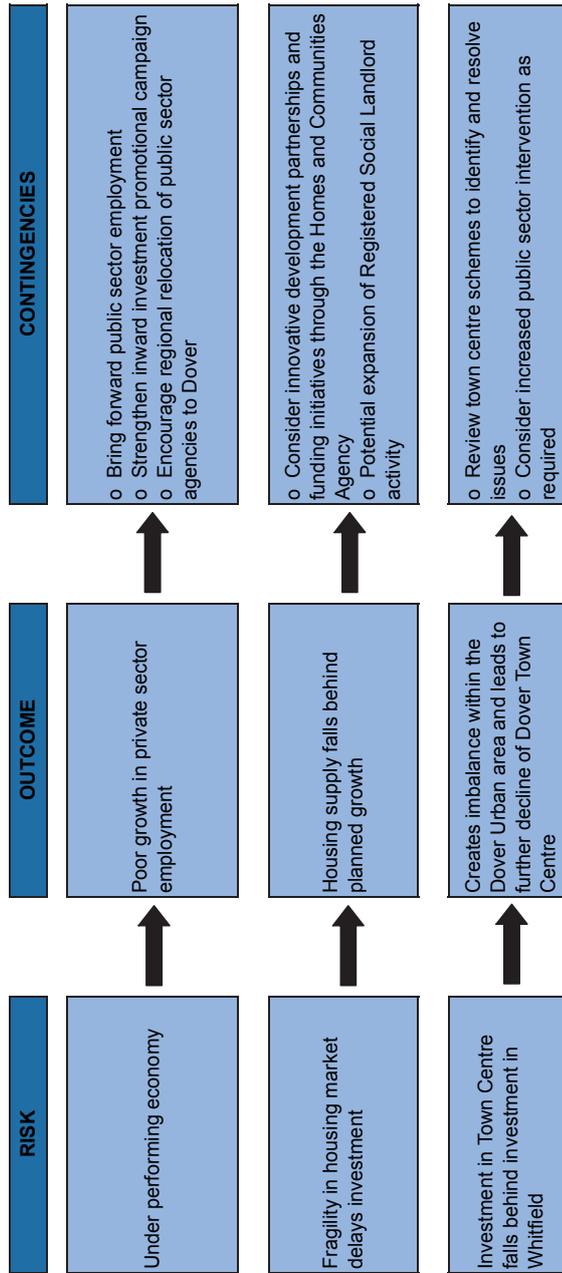


Figure 5.7 Risk and Contingency

Delivery Schedule

5.27 The Core Strategy delivery schedule set out in the tables below provides a strategic level framework for delivering the key development proposals (strategic allocations) and infrastructure. The schedule identifies lead agencies, the level of intervention anticipated by Dover District Council, key actions; deliverability issues; highlights funding sources and mechanisms and proposes contingencies and interventions that can be undertaken at the project level if necessary. A greater level of detail will be set out in the Council's supporting Delivery Plan.

| Project and Description | Lead Agencies | DDC Level of Intervention | Actions and Timescales | Funding | Risks | Possible Interventions |
|--|---|---------------------------|--|--|---|---|
| Transport and accessibility High Speed 1: Channel Tunnel Rail Link Domestic Service access to Dover Priory | Network Rail Train operator (Govia) | Low | Train operator to work with Network Rail to ensure service provision by December 2009 | Train operator/ Network Rail to fund new service | No major risks – infrastructure funding approved | None required |
| Transport and accessibility Dover Transport Package of sustainable transport measures | Kent County Council Dover District Council Highways Agency | Medium | Kent County Council with Dover District Council submitted bid for Community Infrastructure Fund support 2008/2009 | Community Infrastructure Fund | Funding bid rejected or partially accepted | Seek alternative public sector funding and/or development contributions |
| Transport and accessibility Link/distributor roads to access the Whitfield expansion | Highways Agency Kent County Council Private sector developers Dover District Council | Medium | Dover District Council to prepare SPD for the urban extension in partnership. Highways Agency and Kent Highways Services to promote/approve scheme | Private sector developers of Whitfield urban extension | Uncertain outcome from highway approvals process. Weak housing market impacts on scheme viability | Dover District Council to ensure full partnership working and effective masterplanning Delay housing development |

| Project and Description | Lead Agencies | DDC Level of Intervention | Actions and Timescales | Funding | Risks | Possible Interventions |
|---|---|---------------------------|--|---|---|--|
| Education and skills Increasing the skill base of the District | Kent Agreement 2 Partnership - Learning and Skills Council, Kent County Council | Low | Kent Agreement targets on learning Building Schools for the Future programme to improve secondary school provision. Learning and Skills Council to fund upgrade of Dover College | Kent County Council/Central Government Central Government | Low skills levels persist in the District which restrict business growth and/or increase in-commuting | Increased and improved intervention from service providers |
| Jobs, skills and labour supply Raising employment and economic activity levels. | Kent Agreement 2 Partnership - Business Support Kent, Kent County Council, Job Centre Plus, Regional Development Agency | Low | Improvements on national indicators NI171 and NI152 | LSC KCC | Economic activity rates remain low which could restrict economic growth and/or increase in-commuting | Increased and improved intervention from service providers |
| Green Infrastructure Network | Dover District Council, Natural England | Medium | Develop a Green Infrastructure Network Strategy, 2010 to 2012, and implement the Strategy over the remaining period to 2026 | Mixture of public and voluntary sector through appropriate individual development proposals | Lack of, or delay over, funding for improvements to the Network | Ensure that the Strategy is economically viable and builds in contingency measures |
| Utilities Strategic water and sewerage utilities upgrades | Southern Water Folkestone and Dover Water Services Limited | Low | Water: a new trunk main, service reservoir and booster station at Whitfield (2-3 year commissioning for reservoir) | Funding from utility companies with support from | Delays in infrastructure provision or | Public sector forward funding to release |

| Project and Description | Lead Agencies | DDC Level of Intervention | Actions and Timescales | Funding | Risks | Possible Interventions |
|--|--|---------------------------|--|--|--|---|
| Utilities Electricity substation | EDF Energy | Medium | <p>Sewerage: upgrades at Dover, Aylesham and Whitfield</p> <p>New electricity substation to be constructed by end of 2011 supporting the White Cliffs Business Park and urban extension at Whitfield</p> | <p>developer contributions</p> <p>Funding loan sought from Regional Infrastructure Fund, plus funding from utility companies and private sector</p> | <p>funding may delay strategic sties.</p> <p>Funding package not achieved which will delay development in Whitfield area</p> | <p>infrastructure early</p> <p>Negotiate alternative funding package and/or investigate temporary solutions</p> |
| Dover Waterfront Core Strategy Policy CP8. | Dover Harbour Board, Dover District Council and Regional Development Agency | High | <p>Procurement of developer partner, preparation of masterplan and obtaining planning permission 2009 to 2012</p> <p>Land assembly and preparation 2009 to 2012</p> | <p>Public sector funding required for site acquisition to the north of Snargate Street. Preferred developer to secure finance for Dover Waterfront development and associated infrastructure</p> | <p>Unable to appoint development partner</p> <p>Land assembly difficulties</p> <p>Gaps in funding package</p> | <p>Public sector develops the masterplan and implements advance infrastructure works</p> <p>Consider use of Compulsory Purchase Orders</p> <p>Seek additional funding sources</p> |

| Project and Description | Lead Agencies | DDC Level of Intervention | Actions and Timescales | Funding | Risks | Possible Interventions |
|--|---|---------------------------|---|---|---|--|
| Mid Town Core Strategy Policy CP9 | Dover District Council, Hospitals Trust, Primary Care Trust, Further Education authorities | High | Dover District Council to manage partnership working and promote redevelopment Masterplanning, obtaining planning permissions and site assembly 2009 to 2021 Infrastructure works and initial stage commenced 2009/2010 | Public sector funding for Mid Town masterplan Residential and retail components funded by private sector | Part of site is high flood risk (3b) Complex land ownership could delay scheme development Lack of private sector interest | Further investigation into flood risk Strengthen partnership working and/or consider use of Compulsory Purchase Orders Ensure the development opportunity is effectively promoted and whether public sector can advance infrastructure and public realm works |
| Connaught Barracks Core Strategy Policy CP10 | Homes and Communities Agency, Dover District Council | Medium | HCA completes technical studies 2009 Dover District Council to prepare development brief in conjunction with HCA 2009/10 | HCA funding for site studies and development brief | Costs and timing of infrastructure provision and works to Fort Burgoyne may produce | Consider whether acceptable changes to phasing would overcome issues |

| Project and Description | Lead Agencies | DDC Level of Intervention | Actions and Timescales | Funding | Risks | Possible Interventions |
|---|--|---------------------------|--|--|---|---|
| Whitfield Core Strategy Policy CP11 | Private sector landowners and developers Dover District Council, Kent County Council, Highways Agency | Medium | HCA to procure preferred developer, anticipated 2010 Construction 2012-2020 Dover District Council to agree a masterplan (2009/2010), ensure effective partnership working, and to develop a dedicated delivery team (2009 onwards) Service providers work with DDC and private sector to ensure infrastructure is in place to support growth Preparation of planning applications 2010 onwards. Site preparation and construction from 2011 onwards. | Private sector to develop site and provide required infrastructure Dover District Council and private sector to joint fund masterplanning Private sector to develop site and fund infrastructure. Infrastructure providers also to fund works in accordance with their individual regimes | forward funding issues Costs and timing of infrastructure provision may produce forward funding issues | Public sector to consider forward funding mechanisms to enable development to proceed |

Table 5.1 Core Strategy Delivery Schedule

Monitoring

5.28 The following table sets out the strategic indicators that will be used to help assess progress on the implementation of the Strategy. They are based upon the Strategy's objectives and will be used by the Implementation Group as well as forming a basis for the Council's Annual Monitoring Report.

5.29 While most of the objectives can be measured quantitatively, some do not lend themselves to this and progress will be measured in a different way.

| Objective | Measurement | Base Figure | 2011 Target | 2016 Target | 2026 Target |
|---|--|----------------------------------|---------------------------|--|--------------------------------|
| 1 - population and labour supply growth | Total Population | 104,800 (2007) | | | 111,500 |
| | Working age population | 73,800 (2001) | | | 72,100 |
| 2 - Transformation of Dover town | Retention of shopping spend | 45% | | | 55% |
| | Total housing stock | 49,400 (HSSA 2008) | | | 59,500 |
| 3 - Improved housing range and choice | RSL Stock | 2,320 | | | 5,350 |
| | Rank in Kent by new Residential build rates | 12th | | | 7th |
| 4 - Progress with Middle/North Deal investigation | Completion of investigation | | Complete | AAP adopted and implementation started | |
| | Preparation of Area Action Plan | | If justified commence AAP | | |
| 5 - Local economy performance | Increase in jobs | 47,700 (2006) | | | 54,200 |
| | Increase in economic activity rate | 77% | | 82% | |
| 6 -Social disadvantage | ncrease the business stock | 35 businesses per 1,000 pop | | 50 businesses per 1,000 pop | |
| | Have no areas within 20% of most deprived in England | 4 areas in 20% most deprived | | | 0 areas in 20% most deprived |
| 7 - Improve residents' skills levels towards the County average | Percentage of working age residents with no qualifications | 50% over the regional average | | | 25% over the regional average |
| | Percentage of working age residents with NVQ level 4 | 50% less than regional average | | | 25% less than regional average |
| 8 - Improve ease of travel and encourage walking, cycling and use of public transport | HS1 train service in operation | No service | Service in operation | | |
| | Western Docks T2 in operation | Preparatory Stage | | Operational | |
| | Increase sustainable commuting | Rail - 2%, Bus - 4%, Cycle - 3%, | | | 2% increase in all modes |

| Objective | Measurement | Base Figure | 2011 Target | 2016 Target | 2026 Target |
|--|---|-------------------------------|-------------|-------------|--|
| 9 - Improve green infrastructure network | Improve condition | Foot - 12% (2001) | | | |
| | Expand network | As shown on Figure 2.4 | | | Implement proposals as shown on Figure 3.7 |
| 10 - Make better use of historic assets | Number of visitors to Dover Castle | 280,000 | | | |
| 11 - More efficient use of natural resources | Average domestic water consumption | 160 litres per person per day | | | 120 litres per person per day |
| | Average domestic electricity consumption | 4,164 kWh per person | | | |
| | Average domestic gas consumption | 16,615 kWh per person | | | |
| 12 - Infrastructure provision | Provision of infrastructure identified in Table 3.3 | | | | All identified infrastructure delivered |

Table 5.2 Strategic Indicators

Annex 1 Development Management Policies

What is Meant By Development Management?

1.1 The system of spatial planning brought into place through the Planning and Compulsory Purchase Act 2004 seeks to move away from the idea that development plans are concerned with regulating land use and setting out rules. Spatial planning is concerned about the future of an area - place shaping. This goes further than land use; it needs to consider a much broader range of factors and it requires alignment with the Community Strategy and the strategies and programmes of all public service providers together with partnership working with the voluntary and private sectors.

1.2 This concept needs to be extended across the planning system and into what has been known as development control - the part of the planning system that deals with applications and enforcement. This is the part of the system that can ensure individual proposals for development make a contribution to reaching the Core Strategy's objectives. It should be thought of as part of the system for managing the development process rather than one of control and regulation.

1.3 The Core Strategy's objectives need to be translated into a set of policies that can be used to judge the acceptability of individual development proposals. The policies can also be used by those who are thinking of making a planning application to assess whether their proposals are likely to be acceptable.

Development Management Policies

1.4 Proposals for development will be judged against all relevant policies in the Development Plan. The Development Plan consists of the policies in the Regional Spatial Strategy and policies set out in LDF Documents. The LDF documents are those produced by Dover District Council together with Waste and Minerals Documents produced by Kent County Council. In addition, all Development Plan documents must take full account of national policies set out by Government in Planning Policy Statements (PPS) and Planning Policy Guidance (PPG), together with the requirements of planning legislation.

1.5 The Government recommends that Development Plan policies should not merely repeat national policy and guidance, or legislation, but add to or vary it when justified by local circumstances. Furthermore, the Development Plan should be read as a whole so that there is no need for a LDF document to repeat a policy in the Regional Spatial Strategy.

The development management policies set out in this Annex only cover a select range of issues. In order to aid users, a table is included at the end of the Annex that sets out a wider range of common issues and the source of relevant planning policy.

Settlement Boundaries

1.6 The Core Strategy's Settlement Hierarchy (Policy CP1) has identified settlements where development should be focused and indicated the scale and type of development appropriate to different levels in the hierarchy. In order to implement this in practice, establish where countryside protection policies apply and bring certainty to decision making on planning applications, it is necessary to define the physical extent of settlements for planning purposes.

1.7 The general principle is that development will not be permitted outside these boundaries. There will be exceptions to this such as rural affordable housing, rural business development, agriculture and forestry, and other development that functionally requires a rural location. In addition, small-scale development that is ancillary to existing buildings or uses is also an exception to Policy DM1 and will be judged against other relevant general policies. Any other development would be a departure from this policy and would require unusual and compelling justification for permission to be given.

1.8 The urban boundaries and rural settlement confines will be varied to accommodate development allocations made by the Core Strategy and by any other subsequent LDF Documents.

Policy DM 1

Settlement Boundaries

Development will not be permitted on land outside the urban boundaries and rural settlement confines shown on the proposals map unless specifically justified by other development plan policies, or it functionally requires such a location, or it is ancillary to existing development or uses.

Business Policies

Protection of Employment Land

1.9 Land will be allocated to ensure a good supply of new sites for employment uses (the B class uses in the Use Classes Order) through the Site Allocations Document based upon the findings of the Employment Land Review. These sites, together with those that have extant planning permission, will be appropriate for such use having regard to current market requirements and planning policy considerations (see Table 3.1). The loss of such land to alternative uses will therefore be resisted to ensure maintenance of supply.

1.10 It is important to complement this with a degree of protection for the District's existing stock of employment land and premises. Otherwise the overall benefits of new development could be undermined by loss of existing stock to other uses and the supply of certain types of premises could be eroded, such as older, cheaper premises that have an important role to play in providing choice.

1.11 Policy RE3 in the Regional Spatial Strategy requires that accessible, well located industrial and commercial premises should be retained if there is a good prospect for employment use. The key to determining this is through an assessment of functional viability and appropriateness in relation to current requirements. This would consider matters such as location, compatibility with nearby uses, access, layout and size, combined with overall market appeal. If the premises are found to still be suitable for employment use, alternative uses will not be permitted. If they are found to be unsuitable, alternatives may be permitted, which could include a mixed use approach that retains a lesser amount of employment provision.

Policy DM 2

Protection of Employment Land and Buildings

Land allocated for employment uses as shown on the Proposals Map or with extant planning permission for employment uses will not be granted permission for alternative uses unless it has been subsequently allocated for that alternative use in a Development Plan Document.

Permission for changes of use or redevelopment of land and buildings currently or last in use for employment purposes will only be granted if the land or buildings are no longer viable or appropriate for employment use.

Commercial Buildings in the Rural Area

1.12 PPS 7 encourages commercial development in rural areas provided that it is located in the most sustainable way. The Rural Service Centres and the Local Centres identified in the Settlement Hierarchy (see Policy CP1) will therefore be appropriate locations for such development, provided

that they are of a suitable scale for the individual settlement. Villages may be suitable for such development provided that the proposed use is essentially local in nature or otherwise be unlikely to generate significant travel demand.

1.13 As a first preference such development should be located within rural settlement confines but if there is no suitable land a location adjacent to the confines will be acceptable provided there are no overriding constraints, such as landscape impact or access.

Policy DM 3

Commercial Buildings in the Rural Area

Permission for new commercial development or the expansion of an existing business in the rural area will be given provided that:

- i. It is located at a Rural Service Centre or a Local Centre as designated in the Settlement Hierarchy;
- ii. It is consistent with the scale and setting of the settlement, or
- iii. It is at a Village as designated in the Settlement Hierarchy provided that it would not generate significant travel demand and is in other respects consistent with the scale and setting of the settlement.

In all cases development should be within rural settlement confines unless it can be demonstrated that no suitable site exists, in which event it should be located adjacent to the settlement unless there is a functional requirement for it to be located elsewhere.

Re-use and Conversion of Rural Buildings

1.14 The re-use or conversion of permanent buildings in the rural area which are of substantial construction will be encouraged in accordance with the general national policy set out in PPS 7. Commercial uses that generate employment, including tourist accommodation and residential institutional uses, will generally be preferable to other uses. The acceptability of community and private residential purposes will be dependent on their relationship with rural settlement confines. Community uses will be acceptable in buildings located in or close to rural settlement confines while private residential use will only be acceptable in buildings that are located in or adjacent to those confines and contribute to local character.

1.15 In all cases development proposals must be suitable in terms of the character and scale of the building. In this respect, there may be occasions when modifications to the building would align it with the proposed use. The acceptability of this will need to be judged on a case by case basis. Again, in all cases proposals will have to be acceptable in terms of other relevant matters, for example, flood risk, impact on landscape and wildlife, parking and access arrangements.

1.16 Special considerations apply to listed buildings where the overriding issue will be the type of use that gives the best prospect for preserving the building's special qualities and securing its long term maintenance.

Policy DM 4

Re-Use or Conversion of Rural Buildings

Permission will be given for the re-use or conversion of structurally sound, permanent buildings within Rural Service Centres, Local Centres and in Villages for commercial, community or private residential uses.

Beyond the confines of Rural Service Centres, Local Centres and Villages permission will be given for re-use or conversion of such buildings as follows:

- i. For commercial uses
- ii. For community uses in buildings that are closely related or adjacent to the confines
- iii. For private residential use in buildings that are adjacent to the confines

In all cases the building to be re-used or converted must be of suitable character and scale for the use proposed, contribute to local character and be acceptable in other planning respects.

Housing Policies

Affordable Housing

1.17 The Strategic Housing Market Assessment shows that need for affordable housing has grown and at 2008 there was a need to provide around an additional 1,450 affordable homes per year for 10 years to remove backlog need (which accounts for around 60% of total need) and newly arising need. While there is a shortfall in all home types there is a particular lack of three bed houses.

1.18 The scale of the identified shortfall far exceeds the total housing provisions of the Strategy. In these circumstances the principle objective is to ensure that what provision is made for new affordable homes addresses the priorities of need as best it can. The Housing Market Assessment indicates that prioritised need in rounded percentages is:

| Home Type | Social Rented | Intermediate |
|-----------------------|---------------|--------------|
| One and two bed flats | 25% | 5% |
| Two bed houses | 10% | 35% |
| Three bed houses | 55% | 60% |
| Four bed houses | 10% | |

1.19 Regional Spatial Strategy Policy EKA3 sets out an overall indicative target of 30% of all new housing in East Kent to be affordable. This is made up of affordable housing provided as a proportion of general market schemes and schemes that are entirely affordable such as rural exceptions schemes and other housing provided direct by registered social landlords. A definition of affordable housing is provided with Policy H3 in the Regional Spatial Strategy and it is reproduced in the Core Strategy Glossary.

1.20 To contribute to this indicative target the Council will seek to negotiate for 30% of homes on large housing schemes to be provided as affordable. For these purposes large sites will be defined in accordance with the national threshold in PPS3 of development which would provide 15 or more dwellings. Owing to the substantial need for affordable housing and to take an equitable approach to all sizes of development, development between 5 and 14 homes should make a financial contribution towards the provision of affordable housing. This is lower than the national indicative threshold of 15

in PPS3 but is justified by the scale of need identified in the Strategic Housing Market Assessment. In accordance with PPS3 there is a presumption that affordable housing will be provided on the application site in order to contribute to creating a mix of housing. There can, however, be practical difficulties associated with developing and managing very small numbers of affordable housing. For this reason developments of 5 to 14 dwellings may choose whether to provide the affordable housing on the application site or to make a broadly equivalent financial contribution to the Council, or a combination of these. Such financial contributions would be pooled and, in conjunction with Registered Social Landlords, used to fund affordable housing schemes in the District.

1.21 The value of housing land varies considerably across the District and the cost of developing individual sites will also vary according to site conditions. The Council will therefore take the economic viability of delivering affordable housing on a specific site into account in its negotiations and the ability of the development to make such contributions as indicated in the Affordable Housing Economic Viability Assessment.

1.22 The Council has adopted a Supplementary Planning Document on Affordable Housing to a saved Local Plan policy. This sets out the procedures and mechanisms that the Council will use when negotiating for affordable housing. It also addresses the proportion of affordable housing that should be for rent and for intermediate forms of tenure, together with the Council's approach towards the use of public grant to support affordable housing. Supplementary Guidance will be provided in relation to how the Policy will operate for developments between 5 and 14 dwellings.

1.23 Affordable housing negotiated under Policy DM5 should be provided on the development site. There may, however, sometimes be unusual circumstances in which an alternative is more appropriate, such as a financial payment, but this would need to be fully justified on a case by case basis. The Supplementary Planning Document provides the method for calculating financial payments and this would also be used to calculate contributions from sites between 5 and 14 dwellings.

1.24 In its negotiations with applicants the Council will expect its requirements for affordable housing to be fully met unless there is conclusive evidence to show that the costs cannot be borne by the development. In such cases a reduced requirement will be negotiated.

Policy DM 5

Provision of Affordable Housing

The Council will seek applications for residential developments of 15 or more dwellings to provide 30% of the total homes proposed as affordable homes, in home types that will address prioritised need, and for developments between 5 and 14 homes to make a contribution towards the provision of affordable housing. Affordable housing should be provided on the application site except in relation to developments of 5 to 14 dwellings which may provide either on-site affordable housing or a broadly equivalent financial contribution, or a combination of both. The exact amount of affordable housing, or financial contribution, to be delivered from any specific scheme will be determined by economic viability having regard to individual site and market conditions.

Rural Exception Affordable Housing Schemes

1.25 The opportunities to provide affordable housing through Policy DM5 will be limited in the rural area. In order to increase the supply and better address local needs the Council will be prepared to permit affordable housing schemes outside settlement confines as an exception to general policy. This policy will apply to the rural settlements named in the District Settlement Hierarchy (Policy CP1) ie all settlements except hamlets.

1.26 To be acceptable schemes must comprise 100 per cent affordable housing. The need for the housing, in terms of quantity, house type, tenure and cost, must be researched and justified in a thorough manner based upon a survey of the parish(es) needs and it must be demonstrated that the

need cannot be met in another way, for example, through developing a site within the village confines. Although such schemes will be permitted as an exception they must still be located so as to avoid, or mitigate to acceptable levels, their impacts such as on landscape character, biodiversity, flood risk and the historic environment. A suitable form of access must also be achievable and the development must be physically well-related to the settlement.

1.27 Rural exception affordable housing schemes must remain available for local people in need of affordable housing. Schemes will therefore only be permitted if their occupation is controlled through a legal agreement to ensure that this remains the case.

Policy DM 6

Rural Exception Affordable Housing

Permission for affordable housing schemes in the rural area beyond a settlement's identified confines will be granted provided:

- i. local needs exist and are documented in a comprehensive appraisal of the parish prepared by the applicant and/or Parish Council, and where appropriate, of adjacent parishes;
- ii. these local needs cannot otherwise be met;
- iii. the development is of a suitable size and type and will be available at an appropriate cost to meet the identified need - schemes that include cross subsidies between higher priced and affordable housing, or a discounted initial purchase price, will not be permitted;
- iv. the site is well related in scale and siting to a village and its services; and
- v. initial and subsequent occupation is controlled through legal agreements to ensure that the accommodation remains available to meet the purposes for which it was permitted.

Provision for Gypsies, Travellers and Travelling Showpeople

1.28 Adequate provision should be made to meet the housing needs of gypsies, travellers and travelling showpeople. The Regional Spatial Strategy will assess needs across the region and identify the number of pitches required for each local planning authority area.

1.29 Once this need has been established for the District, the Council will produce a Gypsy, Traveller and Travelling Showpeople Site Allocations Document to identify sites for additional pitches. The Core Strategy includes a general criteria based policy to establish the overall policy approach to the issue and to provide a basis for dealing with any planning applications.

Policy DM 7

Provision for Gypsies, Travellers and Travelling Showpeople

The Council will allocate site(s) to meet the accommodation needs of gypsies, travellers and travelling showpeople identified in the Regional Spatial Strategy through the production of a Gypsy, Traveller and Travelling Showpeople Site Allocations Document using the following assessment criteria:

The site(s) should be

- i. Accessible to local services and facilities and by public transport;
- ii. Compatible with national flood risk policy;
- iii. Screened from wider view or capable of this through additional measures, and
- iv. Not lead to a reduction of the residential amenities of the occupants of any nearby dwellings.

These criteria will also be used to determine planning applications for such accommodation.

Replacement Dwellings in the Countryside

1.30 National policy in PPS 7 is to strictly control housing development in the countryside where it would be away from settlements and land allocated for housing. The urban boundaries and rural settlement confines establish for planning purposes the extent of the District's countryside.

1.31 Proposals for the replacement of dwellings in the countryside will be permitted provided that the existing building is legally a dwelling and the scale and design of the replacement is acceptable. Replacement dwellings will also be subject to satisfactory flood risk assessment.

1.32 In particular, the existing dwelling must be a permanent structure in lawful residential use and capable of such continued residential use. It should not be of architectural or historic interest. If these matters are satisfied, the size and prominence of the proposed replacement will then be considered. The siting, scale and site coverage of the proposed building should not cause harm to the character of the countryside - the proportions and footprint of the existing dwelling will be taken as a guide. The Council will also take into account the existence of any ancillary buildings, their impact on the character of the countryside, and proposals for their removal or replacement.

Policy DM 8

Replacement Dwellings in the Countryside

Proposals for replacement dwellings in the countryside will only be permitted if the existing dwelling is:

- i. A permanent structure in lawful residential use;
- ii. Capable of continued residential use; and
- iii. Of no architectural or historic value;

and its replacement is:

- i. Acceptable in terms of flood risk;
- ii. Appropriate in its siting, scale and site coverage having regard to the existing dwelling;
- iii. Appropriate in its style, form and use of materials; and
- iv. Would not harm the character of the countryside.

Accommodation for Dependent Relatives

1.33 There is often a need for people to live as an extended family, and this may well increase over the plan period due to the ageing of the District's population. The implementation of the national Code for Sustainable Homes, and in particular the provisions for Lifetime Homes, will help to address the issue of flexible design for new homes but a complementary policy is needed to address changes to the existing housing stock.

1.34 It can be the case that a degree of independence is desired by the occupant of the additional accommodation. Apart from design issues which would need to be satisfactorily addressed, this can raise the issue of whether, in effect, a separate dwelling would be created. An additional dwelling would require its own amenity space, access arrangements and car parking and might result in an over-intensive use of the site. These issues become acute when free-standing additional accommodation is proposed. If the site is subject to flood risk the proposals will also need to be acceptable in terms of flood risk assessment as set out in PPS25.

Policy DM 9

Accommodation for Dependent Relatives

Accommodation for dependent relatives will be permitted provided it is:

- i. Designed and located so as to be able to function as ancillary accommodation to the principal (not main) dwelling and revert to single family accommodation as part of the main dwelling once the use has ceased;
- ii. Of a size and design appropriate to the needs of the intended occupant; and
- iii. Acceptable in terms of flood risk.

1.35 A caravan or mobile home can be sited in a dwelling's garden and used as ancillary accommodation to that dwelling without the need to make a planning application. If, however, it is used in a significantly self-contained way, planning permission would be required. The Council will only grant this if the occupation would be short-term as a temporary solution or because it is unlikely that the need would be long-lasting.

Policy DM 10

Self-contained Temporary Accommodation for Dependent Relatives

Self-contained temporary accommodation for dependent relatives will be permitted provided:

- i. A need can be established;
- ii. It would be of a size appropriate to the needs of the intended occupant;
- iii. The temporary accommodation would not adversely affect the character of the area, and
- iv. There would be no loss of amenity to local residents.

Transport Policies

Location of Development and Managing Travel Demand

1.36 National policies in PPS 1 and PPG 13 seek to create a more sustainable pattern of development which reduces the need to travel and provides increased choice of means of travel and therefore reduced reliance on the use of private vehicles. This should consequently reduce energy consumption and carbon emissions, improve health and reduce social inequalities. National policy seeks to achieve this through ensuring that development is concentrated at urban areas, where there is also a concentration of services and facilities, and to a much lesser extent at selected rural centres. This approach is reflected in Regional Spatial Strategy Policy SP3.

1.37 When development proposals are likely to generate a significant demand for travel, in terms of the volume, type and relationship to transport networks, a transport statement (for relatively small implications) or a transport assessment should be prepared. The need for a statement or assessment should be decided through discussions with the planning and highway authorities. The purpose will be to identify the levels, type and pattern of travel and to consider how this might be managed to encourage walking, cycling and the use of public transport and to decrease potential private vehicular travel. Proposals should also consider whether communications technology can be used to reduce the need for physical travel in accordance with Regional Spatial Strategy Policy T6. The proposed level of provision for on-site parking should be considered as an integral part of this process (see also Policy DM13). This process will lead to an identification of the need for any management measures, improved or new infrastructure. Guidance on preparing statements and assessments is available from the Department for Transport and from the County Council.

1.38 It may be desirable or necessary for any proposed management measures to be supported through the development and implementation of a travel plan for the proposed development. Travel Plans should be submitted alongside planning applications which are likely to have significant transport implications. A robust Travel Plan will consist of detailed measures, targets, monitoring and sanctions. These are designed to influence the travel behaviour of individuals and of organisations to help achieve transport objectives. Guidance on travel plans is available from the Department for Transport and Kent County Council and the need for a plan should be discussed with the planning and highway authorities as part of the preparation of a planning application.

1.39 The travel demand implications of smaller scale development should be considered through the design and access statement that is required to support planning applications.

Policy DM 11

Location of Development and Managing Travel Demand

Planning applications for development that would increase travel demand should be supported by a systematic assessment to quantify the amount and type of travel likely to be generated and include measures that satisfy demand to maximise walking, cycling and the use of public transport. Development that would generate travel will not be permitted outside the urban boundaries and rural settlement confines unless justified by development plan policies. Development that would generate high levels of travel will only be permitted within the urban areas in locations that are, or can be made to be, well served by a range of means of transport.

Road Hierarchy and Development

1.40 The Local Transport Plan for Kent 2006 to 2011, sets out the highway network within Kent in terms of route types and function. New development should be accessed by an appropriate road network as set out in that Plan, which will be assessed in relation to the function of a road in the highway network, the scale of development, its likely traffic generation and measures to encourage walking, cycling and public transport. The principal function of trunk roads and primary routes (shown on the Core Strategy Key Diagram) is to facilitate longer distance traffic and for this reason it is inappropriate to allow new accesses and the increased use of existing accesses if they would interrupt those flows or cause safety issues unless these effects can be mitigated as part of the development proposals. More specifically Government policy (Circular 07/2007) sets out a general presumption that there will be no additional accesses to motorways and other routes of strategic national importance, other than the provision of service areas, facilities for the travelling public, maintenance compounds and, exceptionally, other major transport interchanges.

Policy DM 12

Road Hierarchy and Development

The access arrangements of development proposals will be assessed with regard to the Highway Network set out in the Local Transport Plan for Kent. Planning applications that would involve the construction of a new access or the increased use of an existing access onto a trunk or primary road will not be permitted if there would be a significant increase in the risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation.

Parking Provision

1.41 Parking Standards for Kent have been developed and adopted by the County Council in 2006 as supplementary planning guidance. The Standards are based on maximum parking requirements with the exception of provision for cycle parking which is set out in terms of minimum requirements. This generally reflects the approach taken in national policy (PPS3).

1.42 Further guidance on residential parking has been developed through a partial review of Kent Design - Interim Guidance Note 3, November 2008. This has moved some way from the concept of standards to guidance that should be applied to a particular site taking into account factors such as location and the existence of effectively enforced on-street parking controls, tenure and home type (house or flat/apartment), size of home (number of bedrooms), whether parking will be allocated or not, whether parking areas should be designed to accommodate vans rather than cars - to cater for the increasing trend of employees taking home works vehicles. The Note should be referred to for a full discussion of these issues.

1.43 The approach towards accommodating vehicles in residential developments should be considered as an integral part of the design process and be informed by the Department for Transport's Manual for Streets, 2007, and Kent Design. The Design and Access Statement that must be submitted with planning applications should be used to consider how the above issues relate to a specific site and, within the overall proposed design approach for the development (see Policy CP4) establish the most appropriate approach towards parking.

1.44 The following table should be used as a starting point for establishing parking provision having regard to the matters discussed above.

| LOCATION | CITY/TOWN CENTRE | EDGE OF CENTRE | SUBURBAN | SUBURBAN EDGE/VILLAGE/RURAL |
|---|--|---|---|---|
| ON-STREET CONTROLS | On-street controls preventing all (or all long stay) parking | On-street controls, residents' scheme and/or existing saturation ³ | No, or very limited, on-street controls | No on-street controls, but possibly a tight street layout |
| NATURE OF GUIDANCE | MAXIMUM ¹ | MAXIMUM | MINIMUM ⁶ | MINIMUM ⁶ |
| 1 & 2 BED FLATS | 1 space per unit | 1 space per unit | 1 space per unit | 1 space per unit |
| FORM | Controlled ² | Not allocated | Not allocated | Not allocated |
| 1 & 2 BED HOUSES | 1 space per unit | 1 space per unit | 1 space per unit | 1.5 spaces per unit |
| FORM | Controlled ² | Allocation possible | Allocation possible | Allocation of one space per unit possible |
| 3 BED HOUSES | 1 space per unit | 1 space per unit | 1.5 spaces per unit | 2 independently accessible spaces per unit |
| FORM | Controlled ² | Allocation possible | Allocation of one space per unit possible | Allocation of one or both spaces possible |
| 4+ BED HOUSES | 1 space per unit | 1.5 spaces per unit | 2 independently accessible spaces per unit | 2 independently accessible spaces per unit |
| FORM | Controlled ² | Allocation of one space per unit possible | Allocation of both spaces possible ⁷ | Allocation of both spaces possible ⁷ |
| ARE GARAGES ACCEPTABLE? ⁴ | Yes, but with areas of communal space for washing etc. | Yes, but not as a significant proportion of overall provision | Additional to amount given above only | Additional to amount given above only |
| ADDITIONAL VISITOR PARKING ⁵ | Public car parks | Communal areas, 0.2 per unit maximum | On-street areas, 0.2 per unit | On-street areas, 0.2 per unit |

Table 1.1 Guidance for Residential Parking

Notes

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

1.45 Generally, the Council will always seek to provide the minimum amount of vehicle parking provision that is consistent with design objectives and would not impair the functioning of a proposed development or of the highway network. The ability of a development to incorporate measures to encourage walking, cycling and the use of public transport will be important factors in determining the level of parking provision and these will be informed by transport statements and assessments and, where appropriate, backed up through travel plans - see Policy DM11.

Policy DM 13

Parking Provision

Provision for parking should be a design led process based upon the characteristics of the site, the locality, the nature of the proposed development and its design objectives. Provision for non-residential development, and for residential cycle provision, should be informed by Kent County Council Guidance SPG4, or any successor. Provision for residential development should be informed by the guidance in the Table for Residential Parking.

Roadside Services

1.46 Roadside service facilities are designed and sited to serve the needs of road users, although they may also provide a secondary service to local people. The degree to which any proposal caters for road users as opposed to others will determine whether it should be considered under this policy.

1.47 It is desirable to provide for a level of services that allows road users adequate opportunities for re-fuelling, rest and refreshment. Guidance on this is provided by Circular 01/2008 in relation to trunk roads, which applies to the A20 and A2 in Dover District, and recommends that facilities should be available at intervals of between 12 to 25 miles. The Council considers that this advice should also apply to the remainder of the primary road network, although intervals should be at the upper end of the range. The Council has surveyed roadside service provision and found there to be no deficiencies that warrant new sites. Additions and extensions to existing facilities may be permitted if it can be shown that there is an identifiable need and no other irresolvable issues.

1.48 Roadside services will not be permitted on the secondary or local road networks as this could attract traffic away from primary routes. More informal facilities such as a picnic area may be appropriate on these networks.

Policy DM 14

Roadside Services

Permission will not be given for new roadside services sites. Proposals for additions and extensions to existing sites on the primary road network will be permitted provided that they would serve an identifiable need of road users.

Natural Environment Policies

Protection of the Countryside

1.49 The countryside is a natural non-renewable resource. In common with all natural resources it should be used prudently, whether for agricultural purposes, leisure and recreation or for building. Countryside is defined in this document as undeveloped land beyond settlement boundaries but excluding any land allocated for development in the Core Strategy or other LDF Documents, formal open space, and land within the curtilage of buildings.

1.50 This Strategy's proposals require a scale of development that cannot be accommodated on brownfield land only. There is a need to use countryside but this has been kept to the minimum necessary through making best use of brownfield land and ensuring that countryside is used efficiently – by encouraging the highest density that is consistent with design objectives. The Core Strategy also proposes to strengthen the network of green infrastructure.

1.51 The Strategy seeks to protect countryside from development beyond that needed to implement its proposals and to sustain the rural area's communities or economy. This protection relates to the erosion of the countryside as a physical resource and also to its inherent tranquility which can be reduced or spoilt through impacts such as noise and light pollution. These impacts can often be created by developments that are located outside the countryside.

Policy DM 15

Protection of the Countryside

Development which would result in the loss of, or adversely affect the character or appearance, of the countryside will only be permitted if it is:

- i. In accordance with allocations made in Development Plan Documents, or
- ii. justified by the needs of agriculture; or
- iii. justified by a need to sustain the rural economy or a rural community;
- iv. it cannot be accommodated elsewhere; and
- v. it does not result in the loss of ecological habitats.

Provided that measures are incorporated to reduce, as far as practicable, any harmful effects on countryside character.

Landscape Character

1.52 The District Portrait recognises the highly diverse nature of the landscape. It ranges from low-lying flat land in the north, including marshland, through a transitory central area of undulating land leading to downland in the south-east and south-west. Where the downland meets the sea, chalk is exposed to form dramatic cliffs – known as the White Cliffs of Dover. The Downs are designated as part of the Kent Downs Area of Outstanding Natural Beauty. The Cliffs are designated Heritage Coast. Specific policy regarding these areas is included in the Regional Spatial Strategy and national policy is set out in PPS7.

1.53 The character of the landscape should be protected. This does not, however, preclude the possibility of development but requires that its location should be carefully selected and the scale and design of buildings crafted to fit the circumstances. Conversely, development will be unacceptable if its location and/or design is inappropriate and would have a harmful effect on the landscape.

1.54 Natural England has identified that the District's landscape comprises the broad character areas of the North Kent Plain, East Kent Coast and the Kent Downs. The County Council has divided these into local landscape areas to provide a framework for more detailed assessment work at the local level. The District Council has subsequently undertaken this work. Landscape character assessment is based upon the following key components:

- geology and soil
- topography
- biodiversity
- appearance
- settlement and land use patterns
- locally distinctive architecture
- degree of tranquility

1.55 The selection of the broad locations for development proposed on the Key Diagram has taken impacts on landscape character into account. The following policy affirms the importance of landscape character and will be used in the process of identifying sites for development in other Local Development Documents and to help determine proposals that arise through the development management process. In determining the impact on landscape character regard should be had to the District Landscape Character Assessment 2006 and the character elements identified above as well as the Kent Historic Landscape Assessment 2001 and a systematic approach should be taken using a recognised methodology - Natural England provides guidance on carrying out such assessments.

1.56 The way in which the countryside is managed (for example for agriculture, forestry, wildlife or recreation purposes) has a major impact on landscape character but very often is outside the scope of the planning system. The Council will therefore generally promote sensitive and appropriate management of the countryside and, where it can, support individual initiatives.

1.57 The parts of the District that are designated as Kent Downs Area of Outstanding Natural Beauty enjoy special protection from national policy in PPS7 and Regional Spatial Strategy C3. In addition, the Kent Downs AONB Management Plan promotes appropriate management to help meet national policy objectives.

Policy DM 16

Landscape Character

Development that would harm the character of the landscape, as identified through the process of landscape character assessment will only be permitted if:

- i. It is in accordance with allocations made in Development Plan Documents and incorporates any necessary avoidance and mitigation measures; or
- ii. It can be sited to avoid or reduce the harm and/or incorporate design measures to mitigate the impacts to an acceptable level.

Groundwater Source Protection Zones

1.58 Groundwater provides a third of drinking water in England and Wales, and it also maintains the flow in many rivers. In some areas of Southern England, such as Dover District, groundwater supplies up to 80% of drinking water. It is therefore crucial that groundwater sources are properly looked after. Further detailed information on groundwater issues can be found in the Dover District Water Cycle Study 2008.

1.59 The Environment Agency has defined Source Protection Zones (SPZs) for groundwater sources such as wells, boreholes and springs used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. The zones are shown on the proposals map and consist of three main zones; inner, outer and total catchment.

1.60 In order to ensure that as much rainfall as possible returns to the ground to re-charge groundwater sources, to control rainwater runoff at source and alleviate pressures on sewer systems and treatment plants it is desirable to promote sustainable urban drainage systems (SUDS) which aim to mimic natural drainage as far as possible. These will, however, only be acceptable in source protection zones when it can be demonstrated that there will be no environmental risks to water quality.

1.61 The following policy develops the regional approach towards groundwater protection set out in Regional Spatial Strategy Policy NRM1.

Policy DM 17

Groundwater Source Protection

Within Groundwater Source Protection Zones, shown on the Proposals Map, the following will not be permitted in Zones 1 and 2 unless adequate safeguards against possible contamination are provided:

- i. Septic tanks, storage tanks containing hydrocarbons or any chemicals, or underground storage tanks;
- ii. Proposals for development which may include activities which would pose a high risk of contamination unless surface water, foul or treated sewage effluent, or trade effluent can be directed out of the source protection zone;
- iii. Proposals for the manufacture and use of organic chemicals, particularly chlorinated solvents;
- iv. Oil pipelines;
- v. Storm water overflows;
- vi. Activities which involve the disposal of liquid waste to land; and
- vii. Sustainable urban drainage systems.

New graveyards will not be permitted in Zone 1. Farm waste, storage areas, new foul or combined sewerage systems will also not be permitted in Zone 1 unless adequate safeguards are provided.

River Dour

1.62 Masterplanning work on Dover has confirmed the importance of the River Dour as a central but underplayed structural feature of the town. Public access to the river is fragmented and many existing developments have turned their frontages away from it, rather than making it an integral feature. The river also poses flood risk issues which will have an influence on development proposals. Water quality is also an issue. Some past developments have involved culverting over the river which has harmed water quality and wildlife. In combination, these issues result in both a need and desire to give more prominence to the river and allow it to fulfil its potential to help make Dover a distinctive place.

1.63 There are two related broad means of achieving this. The first is to take opportunities to link up fragmented sections of the existing riverside walk for walking and cycling and to promote increased usage. There is a possibility, in the long-term, of creating a publicly accessible spinal route through the town which follows the river. This would greatly improve pedestrian and cycle access around the town centre. The second is to ensure that any development proposals that physically relate to the

river are designed to help create an active river frontage, including the creation of public spaces and the improvement of existing ones. This principle has been used to help shape the proposals for the two strategic allocations that connect with the river - Wellington Dock and Mid Town.

Policy DM 18

River Dour

Development proposals that affect the setting of the River Dour should, wherever possible, ensure that they create a connected active river frontage, improve public access and enhance wildlife interest.

Built Environment Policies

Historic Parks and Gardens

1.64 Historic parks and gardens are a valuable part of the District's heritage, and can be important for wildlife, tourism, recreation and education. They frequently contain listed buildings and structures such as fountains and gazebos. While they are referred to in PPG15 they are not protected like conservation areas.

1.65 English Heritage has produced a register of Parks and Gardens of Specific Historic Interest. In Dover District it includes Goodnestone Park, Northbourne Court, The Salutation at Sandwich, Waldershare Park, Kearsney Court at Dover and Walmer Castle Park. In addition, Kent County Council has identified Betteshanger House, Fredville Park at Nonington, and Knowlton Court at Nonington in its Kent Gardens Compendium. The extent of these Parks and Gardens is shown on the District Local Plan proposals map. The Council will provide a measure of protection to historic parks and gardens through the following policy.

Policy DM 19

Historic Parks and Gardens

Permission will not be given for development proposals that would adversely affect the character, fabric, features, setting, or views to and from the District's Historic Parks and Gardens.

Shopfronts

1.66 Shopfronts contribute greatly to the character of shopping streets and the identity of individual buildings. Their design should respect the proportions, composition and detailing of the building into which they are inserted and follow these principles:

- fascia boards should not encroach over the sills of first floor windows or any other architectural features and should also respect the scale of the building
- detailing of doors and window frames should reflect the character of the building
- the design should include a stall riser, which is in proportion to the building
- materials should complement the building and not be arbitrarily mixed
- shopfronts should be a coherent part of the general street scene so that, for example, a shopfront that extends over a long frontage of more than one building should respect the individuality of those buildings

1.67 Particular care needs to be taken in conservation areas and with listed buildings. The Council has produced a leaflet to provide more detailed guidance on this.

Policy DM 20

Shopfronts

Permission for new shopfronts and alterations to existing shopfronts will only be given if the proposals respect the composition, materials and detailed design of the building and the context provided by the street in which they are located.

Security Shutters and Grilles

1.68 The Council recognises the concerns of shopkeepers and other commercial operators to improve the security of their premises. The installation of external shutters and grilles on shopfronts can, however, be an eyesore and undermine the attractiveness of the wider shopping area.

1.69 "Solid" externally mounted roller shutters, including those that are perforated, are highly likely to be unacceptable on shops and listed buildings and in conservation areas. Solutions such as laminated glass, avoiding large expanses of plate glass, or fitting internal lattice grilles will be preferred. The Council has produced a guidance note (Security Measures for Retail and Commercial Premises) which provides further details.

Policy DM 21

Security Shutters and Grilles

Permission for external security shutters and grilles on shopfronts and other commercial buildings will not be granted if they would detract from the character and appearance of the building or the area in which they would be located.

Town Centres and Shopping Frontages

1.70 In order that the sequential test can be put into operation it is necessary to define the extent of the town centres at Dover and Deal. The boundaries are determined by the concentration of uses that are appropriate to a town centre and are shown on the proposals map.

1.71 The centres contain a concentration of retail uses characterised by a combination of the highest rental values and representation by multiple retailers. This area is the primary shopping area and it consists of primary and secondary retail frontages where the Council, in accordance with the guidance in PPS4, wishes to take a measure of control over changes of use to ensure that the retail vibrancy of the areas is not diluted.

1.72 The Use Classes Order defines shops as A1 use, financial and professional services as A2, restaurants and cafés as A3, drinking establishments as A4 and hot food take-aways as A5. The Council considers that the primary shopping frontages, which relate only to ground floor premises, should be the focus for shopping and refreshment while the secondary frontages can accommodate a wider range of uses including financial and professional services and hot food take-aways.

1.73 The Core Strategy has recognised that Sandwich town centre is showing signs of stress and decreasing vibrancy. Shopping provision is essentially secondary in nature and the approach of defining primary and secondary frontages is not appropriate. The Council considers that there is a need to provide a measure of control over changes of use to the ground floor of premises in the centre's core on par with the secondary frontages at Dover and Deal. This, allied to the community initiative to enhance Sandwich, should help to strengthen Sandwich's centre.

Policy DM 22

Shopping Frontages

Within the ground floor of premises in the Dover and Deal primary shopping frontages planning permission will only be given for A1, A3 and A4 uses.

Within the ground floor of premises in the Dover, Deal and Sandwich secondary shopping frontages planning permission will only be given for A1, A2, A3, A4 and A5 uses.

Local Shops

1.74 Shops in suburban locations and the rural area provide a valuable service and have an important function in securing a sustainable pattern of development. They can reduce the need for people to travel to town centres for small amounts of everyday shopping and have a social function. Local shops are defined by the extent of the catchment that they intend to serve and for the purposes of this plan will have a gross floor area not exceeding 500 square metres. Such proposals will not be subject to the sequential test in PPS4.

1.75 The Council will also be prepared to permit local shops on areas allocated for employment development, should there be such demand, as this would provide facilities for workers close to hand and reduce the need to travel.

Policy DM 23

Local Shops

Proposals for local shops or extensions to local shops will be permitted:

- i. within the urban areas and in rural settlements where consistent with the Settlement Hierarchy; and
- ii. on development sites for employment uses.

Retention of Rural Shops and Pubs

1.76 Rural shops and pubs are of great importance to the economic and social well-being of rural communities and are factors in determining the position of a settlement in the Settlement Hierarchy. The loss of these facilities can be a severe blow to the local community.

1.77 When applications are submitted for the change of use of a rural shop or pub account will be taken of its importance to the community that it serves and the range of other facilities and services that would remain. Permission for alternative uses will not be given if the community would be left without any local shops or facilities, or the range would be seriously diminished, unless the applicant has established that a shop or pub use is no longer commercially viable.

1.78 The Council will have regard to the way in which the shop or pub has been managed. The Council's study into rural shops found that viability issues were often closely related to management techniques and a failure to keep up with competitors. The Council will also wish to see that adequate and genuine attempts have been made to market the premises for shop or pub use, as appropriate, but have failed to produce a viable offer. Marketing should be through an appropriate agent and for a period of time that fully tests demand having regard to the buoyancy of prevailing market conditions.

Policy DM 24

Retention of Rural Shops and Pubs

Planning permission will only be granted for the change of use of a rural shop or pub if its loss would not harm the economic and social viability of the community that it serves or, if such harm would occur, it has been adequately demonstrated that the use is no longer commercially viable and genuine and adequate attempts to market the premises for retail purposes or as a pub (as appropriate) have failed.

Open Space and Outdoor Recreation Policies

1.79 The Council has undertaken extensive research into the District's open spaces using the policies and guidance in PPG17. This has covered outdoor sports, children's play and informal open space and has been used to develop local standards of provision that are set out in the Development Contributions Supplementary Planning Document. This Document also sets out the Council's approach towards meeting the increased needs for open space that arise from new development through either additional provision or improvements to existing provision.

1.80 The District does contain a good range of open spaces but there are issues of localised deficiencies in quantity and quality with many sites. Maintenance of the quality of many publicly owned sites is an increasing issue. In respect of children's play the Council's general approach is to move towards a smaller network of higher quality spaces which are located to still ensure reasonable access. This will be allied to seeking street design in new development that allows for safe play at the very local level. Open space and outdoor recreation sites make an important contribution to the District's network of green infrastructure and changes to their quantity and quality should be considered within that overall context.

1.81 The basis for the Council's approach towards open space is to protect from alternative uses the spaces that have been identified through its research. Alternative uses will only be permitted if it can be demonstrated that there would be no quantitative or qualitative loss to the open spaces network or that the use is ancillary to the open space. The sites making up the open spaces network are shown on the proposals map to the Adopted Local Plan and protected by the following policy. The policy is phrased to apply to other open spaces in order to allow protection to extend to any new spaces that may be created and to those that were too small to be considered in the research.

1.82 Research on open space has identified a number of amendments that need to be made to the network. These amendments will be brought forward through the Site Allocations Document.

Policy DM 25

Open Space

Proposals for development that would result in the loss of open space will not be permitted unless:

- i. there is no identified qualitative or quantitative deficiency in public open space in terms of outdoor sports sites, children's play space or informal open space; or
- ii. where there is such a deficiency the site is incapable of contributing to making it good; or
- iii. where there is such a deficiency the site is capable of contributing to making it good, a replacement area with at least the same qualities and equivalent community benefit, including ease of access, can be made available; or
- iv. in the case of a school site the development is for educational purposes; or
- v. in the case of small-scale development it is ancillary to the enjoyment of the open space; and
- vi. in all cases except point 2, the site has no overriding visual amenity interest, environmental role, cultural importance or nature conservation value.

Schedule of Policies

1.83 The Table below sets out by issue the source of planning policy that the Council will use to help make planning decisions. The Table relates to District Local Plan policies that have been saved and indicates if these are to be replaced by policies in the Core Strategy (either Core Policies or Development Management Policies), by policies in the Regional Spatial Strategy or by national policies in Planning Policy Guidance (PPG) or Planning Policy Statements (PPS).

1.84 This should not be taken as a comprehensive guide to all planning policy issues. There are other policy issues addressed by national policy, the Regional Spatial Strategy and other Development Plan Documents that are not referred to in the Table. When dealing with a particular planning matter it will therefore be necessary to check other sources of planning policy to ensure that all relevant policies have been identified.

| Policy Issue | Core Strategy or Development Management Policy | Regional Spatial Strategy or National Policy | Saved Local Plan Policy Replaced |
|--|--|--|----------------------------------|
| Settlement Hierarchy | CP1 | | HS3, HS8 |
| Provision for Jobs and Homes | CP2 | H1, EKA3 | |
| Distribution of Housing Allocations | CP3 | | |
| Housing Quality, Mix, Density and Design | CP4 | Kent Design SPD, PPS1 | DD1 ¹ , DD4, HS11 |
| Infrastructure | CP6 | CC7 | CF3 |
| Green Infrastructure Network | CP7 | CC8 | OS4, CO10, OS1 |
| Dover Waterfront | CP8 | TSR4, TRS5, PPS6 | AS7, LE23, LE29 |
| Settlement Boundaries | DM1 | | HS1 |

| Policy Issue | Core Strategy or Development Management Policy | Regional Spatial Strategy or National Policy | Saved Local Plan Policy Replaced |
|--|--|--|----------------------------------|
| Protection of Employment Land and Buildings | DM2 | | LE1 |
| Commercial Buildings in The Rural Area | DM3 | TSR2, TSR4, TSR5, PPS4 | LE18, LE19, LE23, LE29 |
| Commercial Re-use or Conversion of Rural Buildings | DM4 | TSR5, PPS4 | LE20, LE29, HS12 |
| Provision of Affordable Housing | DM5 | H3, EKA3 | HS8, HS9 ² |
| Rural Exception Affordable Housing | DM6 | | HS10 ³ |
| Accommodation for Dependent Relatives | DM9 | | DD9 |
| Self-contained Temporary Accommodation for Dependent Relatives | DM10 | | DD10 |
| Location of Development & Managing Travel Demand | DM11 | SP3, T6 | TR1 |
| Road Hierarchy and Development | DM12 | | TR2 |
| Roadside Services | DM14 | | TR6 |
| Protection of The Countryside | DM15 | | CO1 |
| Landscape Character | DM16 | | CO4, HE8 |
| Groundwater Source Protection | DM17 | NRM1 | WE1 |
| Historic Parks and Gardens | DM19 | | HE9 |
| Shopfronts | DM20 | | DD17 |
| Security Shutters & Grilles | DM21 | | DD18 ⁴ |
| Shopping Frontages | DM22 | | SP1, SP2, SP5, SP6 |
| Local Shops | DM23 | | SP10 |
| Rural Shops and Pubs | DM24 | | SP11 |
| Open Space | DM25 | | OS1 |

Footnotes

¹ - The Kent Design Guide has been adopted as a Supplementary Planning Document (SPD) against saved Policy DD1 of the Adopted Local Plan. The deletion of Policy DD1 and its replacement by Policy CP4 in the Core Strategy does not take the Kent Design SPD out of conformity and the contents of this SPD should still be fully taken into account for the purposes of Development Control. The same applies to the Buckland Paper Mill Supplementary Planning Guidance (SPG) which also remains in force.

² - The Affordable Housing SPD has been adopted against saved Policy HS9 of the Adopted Local Plan. The deletion of Policy HS9 and its replacement by Policy DM5 in the Core Strategy does not take the Affordable Housing out of conformity and the contents of this SPD should still be taken into account for the purposes of Development Control.

³ - The Affordable Housing Rural Exception Schemes SPG has been adopted against saved Policy HS10 of the Adopted Local Plan. The deletion of Policy HS10 and its replacement by Policy DM6 in the Core Strategy does not take the Rural Exception Scheme SPG out of conformity and the contents of this SPG should still be taken fully into account for the purposes of Development Control.

⁴ - The Security Measures for Retail and Commercial Premises SPG has been adopted against saved Policy DD18 of the Adopted Local Plan. The deletion of Policy DD18 and its replacement by Policy DM21 does not take the Retail and Commercial Premises SPG out of conformity and the contents of this SPG should still be taken fully into account for the purposes of Development Control.

1.85 The following issues are dealt with by national and regional policy:

| Policy Issue | Core Strategy or Development Management Policy | Regional Spatial Strategy or National Policy | Saved Local Plan Replaced |
|------------------------------------|--|--|---------------------------|
| Telecommunications equipment | | PPG8 | TR13 |
| Agricultural land quality | | PPS7 | |
| Area of Outstanding Natural Beauty | | C3, PPS7 | |
| Biodiversity and Geology | | NRM5, PPS9 | |
| Pollution | | NRM9, NRM10, W14, PPS23, PPG24 | |
| Water quality | | NRM2 | |
| Flood risk | | NRM4, PPS25 | |
| Ponds and lakes | | NRM1, NRM2 | WE7 |
| Advertisements | | Advertisement Regulations | |
| Conservation areas | | BE6, PPG15 | HE1 |
| Listed buildings | | BE6, PPG15 | |
| Archaeological remains | | BE6, PPG16 | |
| Dwellings for rural workers | | PPS7 (Annex A) | |
| Shopping and town centre uses | | TC1, TC2, PPS4 | |

Appendix 1 Glossary

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| Affordable Housing | Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. |
| Air Quality Management Zone | Designated zone where specific air quality management proposals (defined in an air quality action plan) are proposed by a local authority to improve air quality and ensure that Air Quality Objectives are met. |
| Annual Monitoring Report (AMR) | The Council is required to produce an AMR each year to assess the performance and effects of the LDF. |
| Area of change | Identified areas within the town that are in need of regeneration. |
| Area of Outstanding Natural Beauty (AoNB) | Areas of Outstanding Natural Beauty are designated under the National Parks and Access to the Countryside Act 1949 for their outstanding landscape quality. There are 37 AoNBs in England covering 15.6% of the land area and a wide range of landscape types. |
| Background Buildings | Buildings that form a backdrop to public space and enclose space. They form the majority of buildings. |
| Biodiversity | The diversity of plant and animal life in a particular habitat or area. |
| Biomass | Biomass is biological material derived from living, or recently living organisms. In the context of biomass for energy this is often used to mean plant based material, but biomass can equally apply to both animal and vegetable derived material. |
| BREEAM Standards | Building Research Establishment's Environmental Assessment Method is the world's longest established and most widely used environmental assessment method for buildings. It sets the standards for best practice in sustainable development and demonstrates a level of achievement. |
| Building Schools for the Future (BSF) | Building Schools for the Future (BSF) is the biggest-ever school buildings investment programme. The aim is to rebuild or renew nearly ever secondary school in England. |
| Business Development Strategy | A study that was undertaken to assess the provision of business support services in the District, to target inward investment and to identify priorities for the Council's Economic Development Service and to inform the preparation of the LDF. |
| Channel Tunnel Rail Link | High speed rail route linking the Channel Tunnel with Ashford, Ebbsfleet, London. |
| Code for Sustainable Homes | A National Code that measures the sustainability of a new home against categories of sustainable design, rating the 'whole home' as a complete package. |

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| Community Hub | Complementary community facilities (such as a sports hall, clubs, nurseries or schools) located in one area to focus community activity. |
| Community Infrastructure Levy (CIL) | A new charge which local authorities in England and Wales will be empowered, but not required, to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it. |
| Community Strategy | A plan, developed by a local authority in partnership with other public, private and community sector organisations, to promote economic, social and environmental well-being of the area and to contribute to the achievement of sustainable development. |
| Compulsory purchase | Legislation in England and Wales that gives local authorities the power to acquire land compulsorily, to help deliver social and economic change, where the landowner or occupier is not willing to sell by agreement. |
| Core Strategy | The Core Strategy is the principal document in the LDF and will contain the Council's vision and spatial strategy for the future development of the District. |
| Decent Homes Standard | A Government standard set out in the Green Paper 'Quality and Choice: A Decent Home for All' (July 2000), which sets out to improve the quality of social housing. To meet the standard, a property must have reasonably modern facilities, be warm and weatherproof. |
| District Heating System | District heating is a system for distributing heat generated in a centralised location for residential and commercial heating requirements, such as space heating and water heating. District heating plants can provide higher efficiencies and better pollution control than localised boilers. |
| Dover District Settlement Review & Hierarchy | A review of the facilities within settlements with the goal of identifying settlements suitable for future sustainable growth. |
| Dover Masterplan | A study which considers options and appraisal work on a series of areas within the urban area of Dover, and illustrates how they can be developed. |
| East Kent Health Authority (EKHA) | The EKHA manages the NHS locally by working closely with local primary care trusts and hospital trusts. Their role is to identify the health needs of local people and arrange for services to be provided by hospitals, doctors and others. It does not directly provide health services. |

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| Eco Homes Excellent Standard | <p>"EcoHomes" offered by the Building Research Establishment (BRE), is a straightforward, flexible and independently verified environmental assessment method which looks at a range of environmental issues in new homes.</p> <p>Environmental performance is expressed on a scale of Pass to Excellent. Properties which reach "Excellent" standards will be highlighted with the highly rated symbol.</p> |
| Employment land | Land for office, industrial and warehousing uses (Uses B1/B2/B8). |
| Evidence Base | The process of producing a LDF firstly requires the assembly of an evidence base. The Evidence Base consists of studies, plans and strategies produced by the Council and other organisations. |
| Exceptions Test | A test with three criteria, set out in Planning Policy Statement 25, Flood Risk, which need to be passed before development can be considered in areas at risk of flooding. |
| Feasibility Study | A preliminary study undertaken to determine and document a project's viability. |
| Flood Risk Assessment | A detailed, site - based, investigation that is undertaken by the developer at planning application stage. |
| Flood Zones (1, 2 and 3) | Flood Zones indicate the probability of flooding. Flood Zone 1 has the lowest probability and Flood Zone 3 has the highest. Zones 2 and 3 are shown on the Environment Agency Flood Map with Flood Zone 1 being all the land falling outside Zones 2 and 3. |
| Foreground Building | Buildings that stand out from background buildings due to unusual size, features, use or function, or relationship with the street or area in which they are located. They help to create a sense of place and interest, and enable people to differentiate between areas and to orient themselves. |
| Greenfield Land | Land, often farmland, that has not previously been developed. |
| Green Infrastructure | Green infrastructure is the network of green spaces and natural elements (including water) within and between the built environment. |
| Green Travel Plan | A package of practical measures to encourage staff and/or users of a development to choose alternatives to single occupancy car use and to reduce the need to travel. |
| Groundwater Source Protection Zones | Areas defined by the Environment Agency in which certain types of development are restricted/prevented in order to ensure that groundwater sources remain free from contamination/pollution. |

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| Habitat Regulations Assessment | The need for Habitat Regulations Assessment is set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British law by Regulation 48 of the Conservation (Natural Habitats &c) Regulations 1994 (as amended in 2007). The ultimate aim of HRA is to "maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest" (Habitats Directive, Article 2(2)). This aim relates to habitats and species, not the European sites themselves, although the sites have a significant role in delivering favourable conservation status. |
| Hamlet | Name used in the Settlement Hierarchy to describe settlements with no facilities. Not suitable for future development. |
| High Speed 1 (HS1) | Also known as the Channel Tunnel Rail Link (CTRL) is a 108 km (67 mile) high speed railway line running from London through Kent to the British end of the Channel Tunnel. |
| Homes and Communities Agency (HCA) | The HCA brings together English Partnerships, the Housing Corporation and the Academy for Sustainable Communities and is the single, national housing and regeneration agency for England. |
| House Condition Survey | A survey that provides information to assist in the development and monitoring of policies directed towards the repair and improvement of housing stock, and improvement of energy efficiency. |
| Housing Information Audit (HIA) | An annual housing land study that is undertaken to meet statutory, policy and research requirements. It is managed and co-ordinated by Kent County Council and undertaken by the Local Authorities. Information collected includes properties that have not been constructed, number of properties under construction and properties completed. The Study also phases development in the future. Studies for each District in Kent can be viewed at, www.kent.gov.uk/Community/kent-and-its-people/facts-and-figures . |
| Indices of Multiple Deprivation | The Index of Multiple Deprivation combines a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England. This allows each area to be ranked relative to one another according to their level of deprivation. |
| Infrastructure | Infrastructure is defined as transport (airports, ports, road network, cycling and walking infrastructure, rail network), affordable housing, education (further and higher education, secondary and primary education, nursery school), health (acute care and general hospitals, mental hospitals, health centres/primary care trusts, ambulance services), social infrastructure (supported accommodation, social and community facilities, sports centres, open spaces, parks and play space), green infrastructure (see separate definition), public services (waste management and disposal, libraries, cemeteries, emergency services, places of worship, prisons, drug treatment centres), utility services (gas supply, electricity supply, heat supply, water supply, waste water treatment, telecommunications infrastructure) and flood |

defences, together with any necessary management regimes to ensure efficient, effective and long-term arrangements are in place to ensure continued upkeep.

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| Insulation Credit | Insulation is an identified issue in Category 7 (Health and Well Being) in the Code for Sustainable Homes (see above), with the aim to ensure the provision of improved sound insulation in new properties to reduce the likelihood of noise complaints from neighbours. The Code has four credits allocated to this issue. The effectiveness of insulation in new properties will be judged against the total number of credits gained (with four being the best). |
| International Gateway | A South East Plan designation identifying the international importance of Kent's ports and transport routes which encourages a range of transport modes. |
| Kent and Medway Structure Plan | A plan to provide the strategic planning framework that will guide decisions on development, transport and environmental matters in Kent for 20 years. |
| Kent Minerals and Waste Development Framework | A series of Development Plan documents in preparation by the County Council setting out policies to provide for the supply of minerals and for the management of waste in Kent. These will replace the previous Minerals and Waste Local Plans. |
| Landmark Building | Landmark buildings or structures commence or terminate a prominent view and create a strong sense of place. They are, therefore, a particular form of foreground building and can also perform the role of a focal point. |
| Listed Building | A building of architectural or historical importance, graded according to its importance (Grade I, II*, II). The list is kept by English Heritage. Buildings on the list are subject to special control. |
| Local Transport Plan | A plan that sets out the local authority's transport policies and detailed investment priorities over a five year period. |
| Natura 2000 | European Union governments adopted legislation designed to protect the most seriously threatened habitats and species across Europe. This legislation is called the Habitats Directive. At the heart of the Directive is the creation of a network of sites called Natura 2000. Special Protection Areas and Special Areas of Conservation make up the Natura 2000 series. |
| North Deal Community Partnership (NDCP) | A local community led partnership aiming to create a sustainable neighbourhood by improving the provision of services, welfare and leisure in the North Deal area. |
| Preferred Option | The Council's proposed spatial policy direction. |

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| Primary Health Care Trust (PCT) | The local NHS organisation responsible for improving the health of their local population, providing community and primary care services and commissioning hospital and other specialist services. |
| Primary Shopping Frontage | The most important shopping area of a town, usually characterised by having the highest rents and pedestrian flow, where development on ground floors is primarily restricted to retailing. |
| Public realm | Streets and spaces which can be accessed by the public. |
| Rapid Inundation Zone (RIZ) | An area immediately behind flood defences which, should they fail, will generate a combination of high velocities and flood depths that would cause a risk to life. |
| Regional Hub | South East Plan designation for logical areas within which the various components of growth will need to be focused and co-ordinated to help deliver more sustainable forms of development. They will be the focus for investment in infrastructure, economic activity and regeneration, housing and major retail and employment development. |
| Registered Social Landlords (RSL) | RSL refers to a housing landlord registered with the Housing Corporation. RSLs may be charities that are housing associations, industrial and provident societies and not-for-profit companies. |
| Rural Service Centre | Term used in the Settlement Hierarchy for the primary settlement that has the function of serving a large rural hinterland. |
| Settlement Hierarchy | The grading of settlements based on the number of facilities and function. For example, a town that has banks, a wide range of shops and is the base for the District local authority serving the whole district, would be at the top of the grading. A hamlet with no facilities would be at the bottom. This is used to guide future development. |
| Site Allocations Document | The LDF document that identifies specific sites to meet the objectives set out in the Core Strategy. |
| South East England Development Agency (SEEDA) | SEEDA, as the Regional Development Agency for the South East, is responsible for the sustainable economic development and regeneration of the South East of England. |
| Spatial planning | Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes, which influence the nature of places and how they function. |
| Special Landscape Area | Landscapes of countywide importance where priority is given to the enhancement and conservation of natural beauty. |
| Strategic Flood Risk Assessment (SFRA) | The assessment of flood risk on a catchment-wide basis for proposed development in a District. |

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| Strategic Housing Land Availability Assessment (SHLAA) | The primary role of the SHLAA is to identify sites with potential for housing; assess their housing potential; and assess when they are likely to be developed. |
| Strategic Housing Market Assessment (SHMA) | SHMAs help local authorities to understand their local housing markets and assist them in developing their planning and housing policies, particularly policies for affordable housing |
| Sustainability Appraisal (SA) | Generic term used to describe a form of assessment which considers the economic, social and environmental effects of an initiative. |
| Use Classes | <p>A classification of land uses for development control purposes defined by the Town and Country Planning (Use Class) Order 1987 and subsequent amended orders. Changes of use of buildings or land between uses within a single 'use class' are excluded from the definition of development in the Town and Country Planning Act 1990, thus making planning permission unnecessary.</p> <p>Uses referred to in this Document include:</p> |
| A1 - Shops | Use as a shop for the sale, display or provision of goods and services (except hot food) to visiting members of the public. |
| A2 - Financial & Professional Services | Use for the provision of financial or professional services (other than health or medical services) or any other service (including use as a betting office) appropriate to a shopping area where the services are provided principally to visiting members of the public. |
| A3 - Restaurants and Cafes | Use for the sale of food and drink for consumption on the premises. |
| A4 - Drinking Establishments | Use of the premises as a public house or bar. |
| B1 - Business | Use as an office (other than within class A2), or for research and development of products or process, or for light industrial use where the use can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. |
| B2 - General Industry | Use for any industrial process other than Class B1. |
| B8 - Storage or Distribution | Use for storage or as a distribution centre. |
| C1 - Hotels | Use as a hotel, boarding or guest house where, in each case, no significant element of care is provided. |
| C2 - Residential Institutions | Use for the provision of residential accommodation and care to people in need of care (other than a use within class C3 (dwelling houses). Use as a hospital or nursing home. Use as a residential school, college or training centre. |

C3 - Dwelling House Use as a dwelling house (whether or not as a sole or main residence) by a single person or by people living together as a family, or by not more than six residents living together as a single household (including a household where care is provided for residents).

Sui Generis Sui generis uses are their own specific use and planning permission is normally required for any change of use. Examples are Theatres and nightclubs

Village Name used in the Settlement Hierarchy to describe a settlement that has facilities that serve the immediate population.

Village Confine The residential core of rural settlements, within which minor residential may be acceptable on suitable sites. They do not define the extent of a village, its community nor its built up area.

Windfall Windfall sites are those which have not been specifically identified as available in the LDF process. They comprise previously developed sites that have unexpectedly become available, for example, a factory closure or a new flat above a shop.

Appendix 2 Evidence Base - Key Elements

Issues and Options

Workshops
Opinion Research

Strategic Allocations

Dover Mid Town Feasibility Study - 2007
Dover Mid Town Appendices - 2007
Dover Masterplan Final Report - May 2006
EDAW Masterplanning for land to east of Whitfield - Sept 2006

Infrastructure

Infrastructure Summit Report - Jan 2007
Infrastructure Summit - outcomes table
Dover Growth Point Programme of Development
Sustainable Construction and Renewable Energy Study - 2008
Water Cycle Study - 2009

Housing

Strategic Housing Market Assessment - 2009
Strategic Land Availability Assessment - 2009
Housing Needs Survey Update: Final Report 2003
Dover District Settlement Review Hierarchy - 2007
EDAW Masterplanning for land between Sholden and Deal - Sept 2006

Affordable Housing Economic Viability Assessment - June 2009

Economic Development

Employment Land Review 2009
Roger Tym Economic Review August 2008
Dover District Economic Review - August 2008
Dover District Business Development Strategy - Nov 2007
Dover District Business Development Strategy Stage 1 Report
Dover District Business Development Strategy Stage 2 Report
Business Survey Results

Leisure

Play Strategy - 2007
Dover District Green Spaces Strategy - Dec 2004
Dover District Playing Pitch and Outdoor Sport Facility Strategy - 2003

Retail

Retail Study Update - Sept 2008
Dover Study of Retail Need - 2007
Dover Study of Retail Need 2007 - Supplementary Report
Dover Rural Retail Survey
District Wide Retail Study 2003

Flooding

Strategic Flood Risk Assessment -2008

Transport

Potential Effects of CTRL Domestic Proposals on the Dover Property Market - November 2004

Potential Effects of the CTRL Domestic Proposals on the Dover Property Market - Supplemental Report December 2006

Dover Transportation Briefing Note

Dover Transport Study Stakeholder Consultation Event

Dover Transport Study:

- Air Quality Report
- Dover Transport Strategy
- Data Collection and Evaluation Report
- Dover Forecasting Report
- Dover Transportation Study - LMVR
- Dover Transport Study Phasing Implementation Report
- Executive Summary
- Infrastructure Design Report, Figures and Appendices
- LDF Rejected Sites Test
- Whitfield PPG 24 Noise Report WSP
- Whitfield Masterplan Report

Gypsy and Travellers

East Kent Gypsy and Travellers Accommodation Assessment Report (2007-2012)

Website Link

www.doverdc.co.uk/forward_planning/evidence_base.aspx