

from West to East, ultimately via a National Grid, would be very expensive. Miss Matson argued the case for control of new development/demand and the desalination of mine water.

Mr Tony Every-Brown, a Director of Blue Circle Properties, next talked about his Company's hopes for the development of the East Thames Corridor. They owned some 15,000 acres of land in North Kent and were looking for a partnership between the Local and County Authorities, the Health Authority (owners of a lot of land) and themselves jointly to develop the area. He said he thought use of extraction sites within the Green Belt was preferable to greenfield sites elsewhere. However waste fill for quarries was now restricted and some sites, once thought of as derelict, were now the subject of conservation orders due to their flora and fauna. He nevertheless thought there was plenty of room for development, including the Rail Link and a station thereon.

Lastly, Allan Mowatt, Director of Highways and Transportation, KCC, speaking on 'Roads for Kent' said Kent currently had three times the amount of road construction of any other county and there were considerable pressures for more; the Lower Thames Crossing, the East Thames Corridor, new access to Surrey and Sussex to name a few.

A new transport plan for Kent would be published early next year. The KCC were seeking to implement a tax on Ferry (and E/T) passengers to help mitigate the cost of their travel through Kent: the County was hoping for Government help in bringing this about. The County was making a massive investment in infra-structure and it was unfair that the whole cost should fall on Kent rate-payers. There needed to be:

- full co-operation between the KCC and the larger Districts
- an increased rôle for public transport
- a decrease in dependency on the private motor car
- a requirement to manage demand rather than to chase supply.

Mr Mowatt concluded by saying that in the electronic age more people would be able to work from home and in the future travelling a distance to work may be looked at in a new light.

So ended this 20th KFAS Conference — noted by all as a great success.

## LOCAL ISSUES UPDATE

# Planning Matters

KEN WRAIGHT

*Chairman of the Planning Committee*

The planning scene has lately been dominated by the proposal of the Dover Harbour Board to build a Petrol Filling Station next to Marine Court on Marine Parade.. An objection was raised on behalf of the Society, listing some ten or more reasons why we thought this was not a very sensible scheme.

Others, including, we understand, The Department of Transport, were of the same persuasion.

The plan was withdrawn prior to the D.D.C. Planning Committee meeting. However, a press release at the time seems to leave open the possibility that it could be re-submitted under a different guise. Watch this space!