

a 95 bedroom Hotel. This is one of our foremost first impressions sites for visitors. Whilst the front facing the sea had been given careful thought, the rear facing onto Townwall Street had been ignored. This is the side seen by most people and arguably as important. The application has been withdrawn and I can only hope we shall get a new proposal that does justice to the site.

The old Castlemount School site is currently being redeveloped with high quality houses but I had previously reported our opposition to the addition of flats to this development on the grounds that they did not harmonise with the surrounding buildings including the listed Victoria Park. The application has now been resubmitted with an improved design and whilst not entirely happy we have withdrawn our objections subject to a permanent tree screen and better traffic management in Taswell Street.

English Heritage's proposed Castle car park is a thoughtful design with plenty of tree cover which should reduce the visual impact on the surrounding countryside to a

minimum. However the road safety aspect must be addressed. Without changes the increased traffic poses dangers for the Sea Cadets HQ and to the neighbouring sheltered housing on Upper Road. The location will not help to bring castle visitors into Dover and this also needs to be addressed.

We welcome the acquisition of Old Park Barracks by Dover Harbour Board but had reservations about the recent outline planning application. The road access needs further thought to safeguard domestic property from 24 hour traffic noise. A direct link to the A256 junction may provide a solution. Any developments near the edge of the escarpment overlooking Dover must be screened by trees. We have more than enough buildings that spoil the skyline. Oh by the way Dover Harbour Board, how about a super gesture for the Millennium. Why not dedicate the tree-lined slopes of Old Park for the use of the townspeople?

A final reminder. If any reader has views or comments on planning matters please do let me know.

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## THE LOCAL PLAN KEN WRAIGHT & JACK WOOLFORD

**T**he Dover Society continues to watch and to comment on successive versions of the Dover District Local Plan. As always we try to balance our environmental priorities with Dover's economic needs.

In our current submission, with what was the Farthingloe Camp for Channel Tunnel workers in mind, we urge that Areas of Outstanding Natural Beauty should have over-riding precedence over development proposals, and similarly that the White Cliffs Business Park should have development priority over other possible sites. In case there should be another Bronze Age Boat awaiting discovery we say that development sites "must", not "may", have archaeological investigation, just as we assert that the destruction of hedgerows "must", not "may", cause ecological damage.

We maintain that Kent is not self-sufficient in water supply, query the assertion that the infrastructure for the import of water exists, and advocate both metering and stricter licensing of abstraction by water authorities. We query the omission of the old Dover Harbour Station and the Slipway from the list of buildings meriting preservation, and we query Dover's need for more high quality office development at the Western Docks. We also correct proof reading slips and point out that "tourist accommodation" and "residential development" are not synonymous.

Basically, however, our comments merely underline and attempt to strengthen Dover District Council's increasing commitment to environmental concern, which we endorse and applaud. We do not envisage appearing as Counsel for the Prosecution at the ensuing Public Inquiry.