



OTTERPOOL PARK

COUNTRYSIDE • CONNECTED • CREATIVE

DOCUMENTS SUBMITTED IN SUPPORT
OP16 – **SUPPLEMENTAL STATEMENT OF
COMMUNITY INVOLVEMENT**

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March 2022



OTTERPOOL PARK

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Quod

Supplemental Statement of Community Involvement

Otterpool Park

MARCH 2022

Q80641

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1 Introduction

- 1.1 This Supplemental Statement of Community Involvement (“SSCI”) has been prepared by Quod on behalf of Otterpool Park LLP (“the Applicant”) in respect of outline planning application reference no. Y19/0257/ FH (the “OPA”) for a landscape-led garden town development known as Otterpool Park (the “Proposed Development”). The OPA was originally submitted in February 2019 to Folkestone and Hythe District Council (“FHDC”).
- 1.2 Otterpool Park (the “Site”) is allocated for development in the adopted Core Strategy Review 2022 and has been identified as a site of strategic importance, contributing significantly towards meeting FHDC’s identified housing need.
- 1.3 The garden community approach which underpins the OPA provides an opportunity to create an innovative, resilient and inclusive community to stand the test of time. Planning at scale has offered the chance to think holistically about how a place will function, and to understand what mechanisms need to be delivered to help turn a vision underpinned by the Garden City Principles into a flourishing place to live, work and visit.
- 1.4 The February 2019 OPA submission was supported by an initial Statement of Community Involvement (“SCI”). The SCI (prepared by Kevin Murray Associates) provided a summary of the consultation and engagement process that was undertaken leading up to the OPA submission. A copy of the SCI is provided as Application Document Ref OP15.
- 1.5 Following submission of the OPA in February 2019 a number of consultation comments have been received from statutory consultees and the public. Following this feedback, including from FHDC, the Applicant wishes to make amendments to the OPA to ensure that if planning permission is granted it can provide for long term flexibility. In addition, a number of other comments have been provided on a range of topics, which have in some cases led to further work being undertaken (e.g. on transport, water and heritage issues). With large scale projects such as Otterpool Park it is commonplace that changes are made to proposals during the determination period following consultation feedback.
- 1.6 Since February 2019 the Applicant, in consultation with FHDC and other key stakeholders, has revised the approach to the proposed structure of the outline planning permission being sought by introducing a new middle (second) ‘tier’ of control to sit between Tier 1 (the outline consent itself) and Tier 3 (reserved matters applications per phase). The new Tier 2 will allow a spatial plan and design code for each phase to be submitted for approval prior to the reserved matters process. The Applicant is seeking the necessary amendments to the February 2019 OPA documentation (i.e. Tier 1) to achieve this structural change.
- 1.7 It is considered that this revised approach to the OPA will reduce the risk of needing to submit numerous non-material and minor material amendment applications (and associated changes to the S106 agreement) once outline planning permission has been granted. The revised approach provides consultees with the comfort of a deliverable development and the ability to secure design quality at the relevant stages through the project’s lifetime. In addition to addressing the issue of long-term flexibility, the amendments to the OPA submission seek to address key comments raised by consultees regarding a number of important issues.

- 1.8 Alongside these amendments to the OPA documentation, the Applicant is also preparing the spatial plan detail (Tier 2) for Phase 1. The Tier 2 Phase 1 material will be submitted in due course following further engagement and updates.
- 1.9 This SSCI summarises the consultation process and engagement activities undertaken by the Applicant since February 2019 in relation to the Applicant's proposed changes to the OPA documentation, plus the engagement so far on the Phase 1 Tier 2 proposals. This consultation engagement is in addition to the EiP hearings and subsequent Main Modifications consultation (which took place in October and November 2021) relating to the now adopted local plan which have provided the opportunity for third parties to comment further on the principle of the Proposed Development.
- 1.10 This SSCI forms part of the amended application documents submitted to FHDC in March 2022. Prior to this submission, the Applicant has provided some draft application documentation to FHDC for its consideration (including with key stakeholders where appropriate and relevant). Feedback and the Applicant's responses to this line of engagement is detailed within this SSCI.
- 1.11 The remainder of this statement is set out as follows:
- Section 2 – summarises the Proposed Development and confirms the amendments now being sought by the Applicant;
 - Section 3 – summarises the importance of consultation as set out within national and local policy and guidance;
 - Section 4 – summarises the activities involved in the post-submission consultation (for both the February 2019 OPA documentation and the emerging Phase 1 Tier 2 proposals);
 - Section 5 – summarises the main responses to the post-submission consultation activities and material (for both the February 2019 OPA documentation and the emerging Phase 1 Tier 2 proposals) and cross-references to where in the amended application documents the Applicant has addressed each comment; and
 - Section 6 – draws a series of conclusions.

2 Application Proposals

2.1 This section of the SSCI summarises the Proposed Development and confirms the amendments now being sought by the Applicant.

The Proposed Development

2.2 In February 2019 the Applicant submitted an outline planning application (with all matters reserved) which included the following elements:

- Redevelopment of the Site through the demolition of identified existing buildings and erection of a residential led mixed use development comprising up to 8,500 residential homes;
- Provision of market and affordable homes; age restricted homes, assisted living homes, extra care facilities, care homes, sheltered housing and care villages;
- A range of community uses including primary and secondary schools, health centres and nursery facilities;
- Retail and related uses;
- Leisure facilities;
- Business and commercial uses;
- Open space and public realm;
- Utility and energy facilities and infrastructure;
- Waste water infrastructure and management facilities;
- Vehicular bridge links; undercroft, surface and multi-storey car parking; creation of new vehicular and pedestrian accesses, and creation of a new vehicular, pedestrian and cycle network;
- Engineering works, infrastructure and associated facilities; and
- Interim works or temporary structures required by the development.

2.3 The OPA was supported by a comprehensive suite of documentation, including key documents for approval such as the Parameter Plans and Phasing Plans. The SCI submitted in February 2019 in support of the OPA summarised the key consultation activities undertaken in the lead up to the submission.

The 2021 Amendments

2.4 Following submission of the OPA a number of consultation comments have been received from statutory consultees and the public. Following this consultation feedback, and through discussions with FHDC, it was clear that there would be a need to make amendments to the application to ensure that if planning permission is granted it can provide for long term flexibility and to ensure that other key comments were suitably addressed.

- 2.5 With a large scale project such as the Proposed Development, it is inevitable that there will be changes between the preparation of the planning application and the completion of the development. It is highly unlikely that the project will be delivered precisely as originally considered. As such, the Applicant needs to ensure that the permission is flexible.
- 2.6 The initial OPA provides a set of prescriptive Parameter Plans and Phasing Plans for approval, together with a Development Specification confirming what will be delivered within each phase. As submitted, the documents for approval include very limited spatial options.
- 2.7 To increase flexibility and to address other comments received and work undertaken, a three-tier approach is now proposed to be taken forward through the introduction of a new second (middle) tier. This involves:
- Tier 1 (the outline planning application) – amended Parameter Plans and Development Specification have been prepared, whilst Phasing Plans for approval have been removed.
 - Tier 2 – for each phase, the following will be submitted for approval: (i) a detailed masterplan in accordance with the approved Parameter Plans (Tier 1) and (ii) a design code in accordance with the Strategic Design Principles document (Tier 1).
 - Tier 3 (reserved matters applications) – to deal with the outstanding details of the outline application proposal – including the detail of appearance, means of access, landscaping, layout and scale within a specific area of the masterplan (following consent of Tier 1 and Tier 2 details).
- 2.8 The revised approach to the OPA will reduce the risk of needing to submit numerous non-material and minor material amendment applications under S96A and S73 of the Town and Country Planning Act 1990 (as amended) (and associated changes to the S106 agreement) following grant of the outline planning consent. The revised approach will also provide consultees with the comfort of a deliverable development.
- 2.9 The Applicant has undertaken updates to a series of OPA documents to enable the structure of the outline planning permission to be amended (i.e. Tier 1).
- 2.10 In addition to the principal structural changes, a number of other amendments are sought. These are summarised in full within the ‘Guide to the Planning Application’ document which supports this submission (pages 4-6). A number of these amendments are noted below:
- The red line boundary of the OPA has been amended, to now comprise:
 - Westenhanger Castle is now within the red line boundary;
 - Additional land is included in the north west corner of the site to reflect the likely requirement for a wastewater facility;
 - Additional land for highway junction works at Newingreen Junction is included;
 - Separation of the site boundary to create a gap between Holiday Extras and Little Greys to reflect landownership boundaries;
 - Amendment to the East/West aligned boundary adjacent to Lypne Industrial Estate to the north to reflect landownership boundaries; and

- Amendment to the site boundary in the north east of the Site to reflect landownership boundaries.
- A number of other amendments have been made to the OPA in responding to feedback from the Local Planning Authority, members of the public and statutory stakeholders, including:
 - Additional work (including survey work) has been undertaken in relation to issues such as transport, water and heritage, to ensure the OPA responds effectively to comments provided regarding the 2019 application and enables the structure of the OPA to be amended in line with the tiered approach discussed above.
 - The development of a transport strategy, based on a user centric approach, that prioritises active travel and shared and public transport use, including the provision of a series of mobility hubs linked to a comprehensive network of walking and cycling routes.
 - The potential to deliver an on-site waste water treatment works and an area of wetlands in order to enable the development to secure nutrient neutrality.
 - The development of a housing strategy, informed by a local needs survey, that seeks to secure a range of housing types (in terms of size and tenure) to meet local need, support service provision at Otterpool Park and improve the local economy.
 - The development of a comprehensive heritage strategy that identifies a range of heritage mitigation measures reflecting the diverse history of the site across different millennia (for example, the Site now incorporates Westenhanger Castle and the causeway).
 - Strategic design principles have been developed to provide reassurance on design quality throughout the tiered process.

2.11 Alongside the Tier 1 structural work and other amendments noted above, the Tier 2 work for Phase 1 of the development has been progressing. This will assist in reassuring key stakeholders regarding the design quality of the proposals, demonstrating the deliverability of the development to assist with the allocation of the site within the Local Plan and to enable a faster start on site.

2.12 This SSCI summarises the post-submission consultation process and engagement activities undertaken by the Applicant since February 2019 in relation to both the proposed changes to the OPA documentation (i.e. Tier 1), plus the emerging Phase 1 Tier 2 detail.

3 Consultation Context

- 3.1 The basic need for consultation in planning is set out clearly in planning policy and associated guidance and literature, including in the Planning Act 2008, the Killian Pretty Review, the April 2009 'Duty to Involve', the Localism Act 2011 and the current best practice guidance.
- 3.2 At the national level, the National Planning Policy Framework (2021) ("NPPF") encourages individuals and developers to engage with local communities. Whilst the focus of the NPPF (and the Planning Practice Guidance) is on pre-application engagement, the same principles apply to subsequent consultation activities following the submission of a planning application where the applicant intends to submit supplemental information for consideration by the local planning authority as part of the determination of that application.
- 3.3 Equally, the Applicant is aware of the local policy context. FHDC (then as Shepway District Council) adopted a Statement of Community Involvement in 2007, which was later updated in 2015 to take into account the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Neighbourhood Planning (General) Regulations 2012 and Council policy. The Council's own guidance also clearly sets out the importance of undertaking stakeholder and community engagement. Again, whilst the focus of the guidance is on pre-application consultation engagement, the same principles are relevant to the post-submission stage in scenarios where applicants are proposing important changes to the original application.
- 3.4 It is in this context that the Applicant has undertaken additional consultation activities associated with the determination of the OPA. It is the purpose of this SSCI to summarise the post-submission consultation activities relating to the proposed OPA amendments and relating to the emerging proposals for Phase 1.

4 Consultation Process

- 4.1 This section of the SSCI briefly summarises the post-submission consultation activities undertaken by the Applicant.
- 4.2 There have been two strands to the Applicant's consultation activities – the engagement activities leading up to the OPA amendments, and the engagement activities relating to the emerging Phase 1 Tier 2 masterplan (and in some instances there has been an element of natural cross-over). The activities are summarised below.

OPA Consultation

- 4.3 Consultation on the initial OPA material took the form of two public events, plus targeted meetings.

Public Events

- 4.4 Following the submission of the OPA in February 2019 the Applicant hosted two public exhibitions in May 2019 to inform attendees (including local residents, businesses and stakeholders) about the detail of the OPA and to raise awareness of the opportunity to comment directly to FHDC as part of the statutory consultation process.

i) Promotion / Advertising

- 4.5 The Applicant undertook significant promotional work for the OPA consultation events which included:
- Email newsletter to subscribers of the Otterpool Park website development update service (a copy of the email newsletter is attached at Appendix 1);
 - Following the newsletter, personal invitations were sent to specific parties in the area, including Brockhill School, the Kent and Medway Economic Partnership, Locate in Kent and Folkestone College (copy attached at Appendix 2);
 - Press release to local newspapers and broadcast media – including Folkestone & Hythe Express, Kent Life, Kent Live, South East Business, Kent Director, Inside Kent, BBC South East Today, BBC Radio Kent and ITV Meridian (press release attached at Appendix 3);
 - Digital advertising on Kent Online (copy attached at Appendix 4);
 - Newspaper article in the Folkestone & Hythe Express (copy attached at Appendix 5); and
 - Social media posts (LinkedIn, Twitter and Facebook) – these continued during and after the events.
- 4.6 Throughout the period of consultation the Applicant has continued to maintain and update its dedicated project website. The Applicant has established an Otterpool Park newsletter which allows the public to receive email notifications on the progress of the project if they sign-up (available via the project website: <https://www.otterpoolpark.org/newsletter/>).

4.7 The above promotion and advertisement activities were managed by Pillory Barn on behalf of the Applicant.

ii) The Events

4.8 The Applicant held two events as follows:

- Westenhanger Castle – 16 May 2019 (2pm – 7.30pm); and
- Leas Cliff Hall, Folkestone – 17 May 2019 (2pm – 7.30pm).

4.9 These venues were chosen to ensure the information was accessible to a broad audience and to maximise attendance potential. These events were in-person events.

4.10 The Applicant prepared a series of information banners which were displayed at the two events. A copy of the banners is attached at **Appendix 6**.

4.11 Attendees of the Westenhanger Castle event included:

- Local Councillors;
- The ‘No to Otterpool New Town’ group;
- Port Lympne;
- CPRE Kent; and
- Local residents.

4.12 Attendees of the Leas Cliff Hall event included:

- Local Councillors;
- Folkestone Express;
- Folkestone College;
- Folkestone School for Girls; and
- Local residents.

Targeted Meetings

4.13 The Applicant has met with a number of different parties since February 2019 to discuss the OPA and also to present the emerging OPA amendments. These meetings are summarised in Table 1 below.

Table 1 – OPA Consultation Meetings

Category	Group	Date(s)
FHDC	Local Planning Authority – officers *	March 2019 onwards (monthly meetings) *

Category	Group	Date(s)
	Temple (on behalf of FHDC) – re environmental impact assessment matters and related *	April 2019 onwards *
	Environmental Health Officer	May 2021
	Highways Officers	March 2019 onwards *
Statutory Agencies	Natural England (Lead Advisor, Sussex and Kent – Air Quality)	March 2021
	Kent Downs AONB Unit, Planning Officer	March 2021 *
	Natural England – Biodiversity	May 2021 onwards *
	Natural England – Nutrient Neutrality	May 2021 onwards*
	KCC – Ecology and Biodiversity	July 2019 onwards *
	KCC – Flood and Water Management	July 2019 onwards *
	Environment Agency	November 2020 onwards *
	KCC – Highways	February 2020 onwards *
	KCC – Heritage	Throughout 2020 and 2021 *
	National Highways (formerly Highways England)	March 2020 * onwards
	Historic England	Throughout 2020 and 2021 *
Conservation Agencies	White Cliffs Countryside Partnership, Bumblebee Conservation Trust.	May 2021

* Meetings also discussed Phase 1 Tier 2 proposals

4.14 The main points raised in the consultation activities described above are set out in the following section of this SSCI.

Phase 1 Tier 2 Consultation

4.15 Consultation on the emerging Phase 1 Tier 2 proposals took the form of two public events, plus targeted meetings.

Public Events

4.16 The Applicant hosted two public consultation events in March 2021 to inform attendees (including local residents, businesses and stakeholders) about the emerging detail of the Phase 1 masterplan.

i) Promotion / Advertising

4.17 The Applicant undertook significant promotional work for the Phase 1 Consultation events which included:

- Email newsletter to subscribers of the Otterpool Park website development update service (a copy of the email newsletter is attached at Appendix 7);
- Press release to local newspapers and broadcast media (press release attached at Appendix 8);
- Social media posts (LinkedIn, Twitter and Facebook) advertising the events (examples of adverts on LinkedIn and Twitter attached at Appendix 9 and Appendix 10 respectively);
- Newspaper adverts (example cover page and main article in the Folkestone and Hythe Express attached at Appendix 11);
- Digital advertising on Kent Online (copy attached at Appendix 12); and
- Direct emails to Parish Councils, including Stanford, Lympe, Sellindge, Posting and Saltwood (example email attached at Appendix 13).

4.18 The Applicant has also utilised social media to promote the Phase 1 masterplan generally. An example (a Twitter post) is attached at **Appendix 14**.

4.19 Throughout the period of Phase 1 consultation the Applicant has continued to maintain and update its dedicated project website with relevant detail.

4.20 The above was managed by Pillory Barn on behalf of the Applicant.

ii) The Events

4.21 The Applicant held two events, both on 26 March 2021. The afternoon session was 1pm - 2.30pm, whilst the evening session was 5.30pm - 7pm.

4.22 The events were fully virtual. The decision to hold these events virtually was due to Covid-19 restrictions.

4.23 The Applicant presented an overview of the proposals at both sessions. A copy of the Presentation is attached at **Appendix 15**.

4.24 In total 135 people attended the two sessions.

4.25 Recordings of the two sessions, as well as a transcript and copy of the PowerPoint presentation, were made available on the project website: <https://phaseone.otterpoolpark.org/>

[consultation-events/](#). The recordings enabled those who could not attend the events to view the material and provide feedback.

iii) The Survey

4.26 Following the two virtual events a survey was undertaken (via the project website) to capture feedback on the initial plans. The survey went live on 26 March 2021 and closed on 7 May 2021, providing a six-week opportunity to participate.

4.27 The Applicant prepared a survey to capture the views of the public along with an opportunity for wider comments. The survey was available via the Otterpool Park development website. A copy of the survey questions is provided at **Appendix 16**.

4.28 The survey sought views on a number of points, including:

- Potential facilities to be incorporated in the development;
- Location and proximity of uses to other uses;
- The intention for Westenhanger Castle Park;
- Future modes of transport within the new town centre;
- Intentions for future car ownership; and
- The proposed mix of housing and their design principles and character.

4.29 In summary, 69 surveys were completed, with an additional 22 pieces of feedback on Phase 1 sent via email.

4.30 All questions submitted during the consultation events were answered and published on the project website.

Targeted Meetings

4.31 The Applicant has met with a number of different parties to present the Phase 1 consultation material. These meetings are summarised in Table 2 below.

Table 2 – Phase 1 Tier 2 Meetings

Category	Group	Date(s)
FHDC	Local Planning Authority - officers	Monthly meetings *
FHDC (and related)	Council Members	February 2021 onwards *
	Place Panel	3 February 2021 and 1 April 2021
	Parish Councils - Stanford, Lympe, Sellindge, Postling and Saltwood	8 March 2021 *
Developers	A range of local and national developers	March 2021 onwards *
	Historic England	Throughout 2020, 2021 and
	Kent Downs AONB Unit	March 2021 *
	Homes England	17 March 2021 *

Category	Group	Date(s)
Statutory Agencies	NHS Kent & Medway Clinical Commissioning Group	7 April 2021
	KCC - Education	April 2019 onwards
	KCC - Transport	February 2020 onwards *
	KCC – Heritage	Throughout 2020 and 2021*
	Environment Agency	November 2020 onwards *
	Natural England	June 2019 onwards *
Public Transport Providers	Otterpool Park Public Transport Providers: Stagecoach, Network Rail, South Eastern Railways	23 April 2021
	Folkestone and Hythe Quality Bus Partnership: KCC, Stagecoach	8 April 2021

* Meeting also discussed OPA amendments

4.32 The main points raised in the consultation activities described above are set out in the following section of this SSCI.

5 Consultation Feedback and Applicant Responses

- 5.1 This section of the SSCI summarises the main points raised during the post-submission consultation exercises set out in the previous section.
- 5.2 In a similar way to Section 4, this section first sets out the detail in relation to the OPA amendments consultation, before then dealing with the Phase 1 Tier 2 masterplan consultation (nothing that in some instances there has been an element of natural cross-over).
- 5.3 In addition, this section of the SSCI provides a cross-reference to where in the amended application documents the Applicant has addressed the comment received. This demonstrates how the Applicant has taken on board the comments received to the post-submission consultation material and, where appropriate, factored then into the material now submitted to FHDC.

OPA Consultation

- 5.4 The proposed re-structuring of the outline planning permission has been discussed with key stakeholders (to the extent that it is relevant) since mid 2019.
- 5.5 In particular, the Applicant has been discussing the revised approach with FHDC following the initial submission of the OPA in February 2019. During this period of engagement, FHDC prepared a comprehensive set of comments on the OPA documentation which formed the basis of subsequent meetings and helped shape the revised application documents and the approach now proposed.
- 5.6 FHDC officers are fully supportive of the principle of the proposed re-structuring. FHDC officers recognise that the amended structure would allow for a more suitable planning consent which would provide for long term flexibility and would, in all likelihood, reduce the number of amendments needed to the consent in the future through scheme delivery.
- 5.7 The following documents submitted to FHDC in March 2022 contain the measures which will control the future submission of material:
 - Parameter plans;
 - Development Specification; and
 - Strategic Design Principles.

Public Events

5.8 A summary of the main comments received at the two events is provided in Table 3 below.

Table 3 – Summary of Comments Received at Public Events Re OPA

Topic	Summary of Comments	Applicant Response / Location of Applicant's Response
Transport / connectivity	<ul style="list-style-type: none"> Concerns over increased traffic on already congested roads (including the A20 and Hythe Hill). 	<ul style="list-style-type: none"> The Transport Assessment reports the existing and future traffic situation and assesses the impact of the development on the highway network.
	<ul style="list-style-type: none"> Questions about impact to the area if 'Operation Stack' is active or if major problems on the M20. 	<ul style="list-style-type: none"> Operation Stack has now been superseded by Operation Brock. Major problems on the M20 would be considered as extraordinary events. The Transport Assessment undertaken relates to normal traffic network conditions.
	<ul style="list-style-type: none"> Residents pointed out gaps where plans have not taken into account crashes on M20 and where diverted traffic will go. 	<ul style="list-style-type: none"> Such incidents on the M20, whilst being unfortunate, are considered infrequent events. The Transport Assessment undertaken relates to normal traffic network conditions.
	<ul style="list-style-type: none"> Questions arose over whether (and when) HS1 will stop in Otterpool. 	<ul style="list-style-type: none"> Rail service enhancement proposals for Westenhanger Station are presented in the Transport Strategy combined with longer term aspirations for HS services.
	<ul style="list-style-type: none"> Continued concerns over increased congestion. 	<ul style="list-style-type: none"> The Transport Assessment reports the existing and future traffic situation and assesses the impact of the development on the highway network.
Water	<ul style="list-style-type: none"> Points were raised about Kent being a dry area and Romney Marsh being a 'desert'. People were keen to ask questions about the suggestions in place. 	<ul style="list-style-type: none"> The Water Cycle Study assesses the water resources and supply needs in detail and sets out water efficiency measures and water reuse options, as part of

Topic	Summary of Comments	Applicant Response / Location of Applicant's Response
		the proposed integrated water management strategy.
Healthcare	<ul style="list-style-type: none"> GP recruitment – sustainability and staffing. Attendees understood that the problem was national regarding training, recruitment, retention and funding, but were concerned what this will mean locally. 	<ul style="list-style-type: none"> The Community Development and Facilities Strategy (Section 4) and the Housing Strategy both address these points and set out the local position regarding sustainability and staffing.
Affordable homes	<ul style="list-style-type: none"> Questions regarding the affordable offer (type and mix) and the price point / salary needed to qualify for the affordable homes. 	<ul style="list-style-type: none"> The Housing Strategy (Sections 9 and Appendix A) sets out details on the proposed affordable housing mix and income requirements for the different types and tenure of homes.

Targeted Meetings

5.9 A summary of the main points raised during the targeted consultation meetings are set out in Table 4 below.

Table 4 – Summary of Comments Received During Targeted Meetings Re OPA

Group	Summary of Comments	Location of Applicant's Response
FHDC – Planning Officers	<ul style="list-style-type: none"> LPA officers confirmed their support for the proposed re-structuring of the outline planning permission sought to introduce flexibility. 	<ul style="list-style-type: none"> Planning Statement confirms the revised approach to the outline permission structure.
	<ul style="list-style-type: none"> A requirement for the Waste Strategy to include initiatives to reduce household waste and increase recycling rates. 	<ul style="list-style-type: none"> ES Vol. 2: Waste and Resource Management Chapter – Table 17-2
	<ul style="list-style-type: none"> A requirement to justify the loss of the permitted waste site at Otterpool Quarry against the Kent Waste and Minerals Local Plan. 	<ul style="list-style-type: none"> ES Vol. 2: Waste and Resource Management Chapter – Table 17-2 Infrastructure Assessment deals specifically with the proposed loss of the Otterpool Quarry in the context of Policy DM8 of the KCC Waste and Minerals Local Plan.

Group	Summary of Comments	Location of Applicant's Response
	<ul style="list-style-type: none"> ▪ Numerous comments relating to biodiversity methodology and approach, including a request for more information on the approach to typology of enhancements across the wider site, biodiversity net gain methodology, and support for community led efforts to look after local wildlife and habitats. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Biodiversity Chapter – Table 73
	<ul style="list-style-type: none"> ▪ Several recommendations made regarding flood risk and drainage strategy, including in relation to the Sequential Test, groundwater flood risk from extra SuDS infiltration, climate change flood modelling / mitigation proposals and further information on surface drainage proposals. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Surface Water Resources and Flood Risk – Table 15-3
	<ul style="list-style-type: none"> ▪ Numerous comments regarding the need for an overall spatial vision. 	<ul style="list-style-type: none"> ▪ Addressed via preparation of a spatial vision and Strategic Design Principles document.
	<ul style="list-style-type: none"> ▪ Need to avoid confusion between the 3 tiers now proposed and their assessment. ▪ Re-consider the approach to the levels of flexibility indicated on the Parameter Plans, in particular in relation to heights permitted. ▪ References to the Phasing Plan should not suggest that the phasing approach has been agreed and fixed. ▪ Need to consider the control of when the alternative parameter plans can and should be used. 	<ul style="list-style-type: none"> ▪ Referencing to 'Tiers' of assessment have been reduced, and the issue of a three tier planning approach and the Rochdale Envelope assessment process are not conflated. It will be necessary to undertake further work at the following planning application stages. It is considered useful to provide additional clarity within the ES on which assessments would be most suitable at which Tier of assessment. The Rochdale Envelope approach has been applied at this Tier 1, Outline Planning Application stage. ▪ It is considered that the Parameter Plans provide suitable amounts of flexibility to ensure the deliverability of the proposals. ▪ The phasing plan is labelled as indicative and throughout the application is confirmed as being submitted in support of

Group	Summary of Comments	Location of Applicant's Response
		<p>the OPA rather than being for approval.</p> <ul style="list-style-type: none"> The Applicant is happy to carry on discussions with the LPA regarding the wording of future condition/obligation controls on the use of the alternative parameter plans.
FHDC – Temple (on behalf of FHDC) re EIA	<ul style="list-style-type: none"> A range of issues relating to socio-economics and community effects, including: assessment of amenity effects on AONB during construction period; school place capacity; population projections (and whether these reflect a reasonable worst case scenario); access to health services; assessment of impact on nearby open spaces and play spaces. A number of soil and agricultural comments, primarily related to a request for further information. A number of comments relating to human health, all relating to methodology and request for further information / clarification. A series of comments relating to transport impact, principally relating to requirement for clarifications and additional information. 	<ul style="list-style-type: none"> ES Vol. 2: Socio Economics Chapter – Table 142 ES Vol. 2: Agriculture and Soils Chapter – Table 5-3 ES Vol. 2: Human Health Chapter – Table – 11-4 ES Vol. 2: Transport Chapter – Table 16-2
FHDC – EHO	<ul style="list-style-type: none"> A number of issues relating to air quality and approach to methodology. 	<ul style="list-style-type: none"> ES Vol. 2: Air Quality Chapter – Table 6-2
FHDC – Highways and KCC Highways	<ul style="list-style-type: none"> FHDC and KCC made a number of comments on the 2019 TA, including: <ul style="list-style-type: none"> -Further discussions to agree highway mitigation schemes once assessment has been amended. Proposed infrastructure mitigation to be subject to a 'monitor and manage' approach to implementation; -A stand-alone Transport Strategy document to be produced to accompany EIA and TA; -Further discussions to be held with KCC PRoW team and the F&HDC walking & cycling team to discuss mitigation schemes; -Further discussions required to agree scope of assessment of rail trips; -A stand-alone Spatial Vision document to be produced to outline Strategic Design Principles; and -Strategic housing forecasts to be updated for traffic forecasting. 	<ul style="list-style-type: none"> ES Vol. 2: Transport Chapter – Table 16-2
Natural England (Lead Advisor,	<ul style="list-style-type: none"> Comments regarding the approach to the assessment of air quality impacts on European sites (Folkestone to Etchinghill SAC). 	<ul style="list-style-type: none"> ES Vol. 2: Air Quality Chapter – Table 6-2

Group	Summary of Comments	Location of Applicant's Response
Sussex and Kent) – Air Quality		
Natural England – Biodiversity	<ul style="list-style-type: none"> ▪ Discussion regarding a number of matters, including survey scopes, great crested newt licencing, biodiversity net gain and emerging material from Defra. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Biodiversity Chapter – Table 73
Natural England – Nutrient Neutrality	<ul style="list-style-type: none"> ▪ Request for clarification regarding nutrient neutrality. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Surface Water Resources and Flood Risk – Table 15-4 and Table 15.5
KCC – Ecology and Biodiversity	<ul style="list-style-type: none"> ▪ Request that suitable buffer is incorporated between bat corridors and adjacent residential areas to mitigate potential light spill. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Biodiversity Chapter – Table 73
	<ul style="list-style-type: none"> ▪ Question whether there is capacity within the north east of the Otterpool Park development to create the replacement water vole habitat. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Biodiversity Chapter – Table 73
	<ul style="list-style-type: none"> ▪ Unsure how mitigation for breeding/wintering birds will be delivered (on land outside Applicant's ownership). 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Biodiversity Chapter – Table 73
	<ul style="list-style-type: none"> ▪ Request for further clarity on the mitigation areas that can be developed in advance of the development taking place. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Biodiversity Chapter – Table 73
	<ul style="list-style-type: none"> ▪ Request that open spaces are developed in advance and then protected during the main development phases. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Biodiversity Chapter – Table 73
	<ul style="list-style-type: none"> ▪ Suggested approach to maintaining the validity of survey data. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Biodiversity Chapter – Table 73
KCC – Flood and Water Management	<ul style="list-style-type: none"> ▪ The FRA and Drainage Strategy as submitted incorporates an appropriate approach to surface water discharge and management. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Surface Water Resources and Flood Risk – Table 15-3
Environment Agency	<ul style="list-style-type: none"> ▪ A series of site-wide comments covering the following topics: <ul style="list-style-type: none"> ▪ -Re-use of rainwater approach; ▪ -Bridge designs – are improved; ▪ -Request for clarification regarding nutrient neutrality; ▪ -Request for updated modelling information to address flood risk; and ▪ -Agreement with the WFD Assessment submitted – (i.e. it suitably sets out how the development will not adversely affect the current classification of WFD waterbodies). 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Surface Water Resources and Flood Risk – Table 15-3
National Highways (formerly Highways England)	<ul style="list-style-type: none"> ▪ Provided a number of comments relating to the highways model (base VISSIM model) provided in the 2019 TA. ▪ Ongoing series of monthly meetings regarding the strategic road network commenced in January 2022, which will continue based on feedback received. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Transport Chapter – Table 16-2

Group	Summary of Comments	Location of Applicant's Response
White Cliffs Countryside Partnership, Bumblebee Conservation Trust.	<ul style="list-style-type: none"> ▪ Recommendations for managing and safeguarding meadows. ▪ Areas of higher botanical and invertebrate value were reported around the airfield area. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Biodiversity Chapter – Table 73
FHDC LPA and Historic England	<ul style="list-style-type: none"> ▪ Following a review of the draft Strategic Design Principles a number of amendments could be made regarding the approach to barrows and their protection, including how existing barrows should be integrated into the landscape. 	<ul style="list-style-type: none"> ▪ The Strategic Design Principles document has been revised in response to the comments received. For example, to say that existing barrow heritage features in the Hilltop Area and in the Riverside Area must be integrated within the wider open space structure in a way which enhances their understanding and experience.

5.10 The Environmental Statement submitted with the OPA contains a greater level of detail on how the Applicant has responded to a number of the more technical comments noted above, where appropriate and relevant (each ES chapter includes a sub-section titled 'Consultation and Scoping').

Phase 1 Tier 2 Consultation

Consultation Events – Q&A

- 5.11 In excess of 100 questions were asked by the public during the two consultation sessions. These questions, together with the Applicant's answers, have been collated and made available on the Proposed Development's website. A copy of the collated Q&A is provided at **Appendix 17**.
- 5.12 The questions posed by the public concentrated on the following issues:
- Housing;
 - Town centre and community facilities;
 - Education;
 - Healthcare;
 - Transport;
 - Heritage;
 - Utilities; and
 - Nature and the environment.

The Survey

- 5.13 The Applicant has reviewed the feedback from the Phase 1 consultation survey. A full breakdown of the responses is provided at **Appendix 18**.
- 5.14 The information gathered in this exercise has been discussed by the Applicant and its team to inform the next stage of the project. This is detailed further in Section 6 of this SSCI.
- 5.15 The key themes of the survey comments can be summarised as:
- Support for incorporating co-working spaces;
 - Interest in having independent businesses in town centre;
 - Importance of medical and community facilities;
 - Importance of ecology and habitats; and
 - Car-use / car-free areas.
- 5.16 A summary of the comments is provided at **Appendix 19**.

Targeted Meetings

5.17 A summary of the main points raised during the targeted consultation meetings are set out in Table 5 below.

Table 5 – Summary of Comments Received During Targeted Meetings Re Phase 1 Tier 2 (Where Relevant to the OPA)

Group	Summary of Comments	Location of Applicant's Response
FHDC – Planning Officers	<ul style="list-style-type: none"> The width of the Causeway was subject to a number of discussions with FHDC Planning Officers and Historic England, to ensure that the setting of the Scheduled Ancient Monument is respected. 	<ul style="list-style-type: none"> In response, in 2021, the designs were altered to provide a wider open space for the causeway (65m as opposed to 34m) and a northern splay. This is reflected in the Phase 1 Design Code and masterplan and the October 2021 OPA parameter plans
	<ul style="list-style-type: none"> The location of the town centre within the wider town was subject to a number of conversations. 	<ul style="list-style-type: none"> Justification provided by both the Phase 1 team and the OPA team (Farrells) in conversations centred on accessibility (Westenhanger train station) and relationship to the lake, castle and park.
Council Members	<ul style="list-style-type: none"> Wide ranging discussion with a particular focus on appropriate strategies for managing the car, sustainable travel, car parking and designing attractive and active public spaces and green streets. 	<ul style="list-style-type: none"> Feedback picked up in Transport Strategy, Travel Plan and Phase 1 Design Code.
Place Panel	<ul style="list-style-type: none"> Panel felt the site wide green infrastructure strategy required further work to provide a robust framework for the landscape, ecology and associated community benefits. 	<ul style="list-style-type: none"> Comments from Place Panel have formed the basis of a re structure of the Green Infrastructure Strategy document, culminating in a succinct summary which outlines next steps and commitments.
	<ul style="list-style-type: none"> Site offers great potential and merits a landscape-led masterplan approach. 	<ul style="list-style-type: none"> A landscape led masterplan approach has shaped the development of the Tier 1 level plan and is referenced throughout the Green Infrastructure

Group	Summary of Comments	Location of Applicant's Response
		<p>report. This is also recorded as a key expectation from future developments and tier submissions moving forward in the commitments and next steps section of the document.</p>
	<ul style="list-style-type: none"> ▪ Green infrastructure strategy should play an instrumental role in directing future design work; clearer information is needed to achieve this (e.g. a series of drawings showing the layers of site analysis and proposed interventions). 	<ul style="list-style-type: none"> ▪ The Green Infrastructure strategy document contains a series of plans to establish existing conditions, analyse opportunities and strategically define areas for intervention.
	<ul style="list-style-type: none"> ▪ Strategy should articulate how the project is addressing national agendas for biodiversity, tree planting, active travel, health and wellbeing. 	<ul style="list-style-type: none"> ▪ Sections on biodiversity, structure planting and health and wellbeing have been re structured to accommodate.
	<ul style="list-style-type: none"> ▪ A site wide strategy for children's play and should be a priority for the design team. The strategy needs to explain its response to the local landscape and history, and how this response is informing the placemaking vision. 	<ul style="list-style-type: none"> ▪ The Design Code aligns with the strategy set out within the Outline Planning Application. The Design Code (Tier 2) builds on this with further information about how the landscape design responds to the various heritage features including the Causeway, Pound House Track and Castle as well as cultural heritage such as the Winners Circle. In addition, play features will respond to their setting (e.g. a water-based play area adjacent to the lake). This strategy is set out within the Design Code.
	<ul style="list-style-type: none"> ▪ More also needs to be done to create welcoming spaces, providing for a wide range of different activities and uses, with high quality connections to the wider masterplan and existing communities. 	<ul style="list-style-type: none"> ▪ The Design Code aligns with the site wide green infrastructure and movement strategy. The principles within the Design Code will be

Group	Summary of Comments	Location of Applicant's Response
	<ul style="list-style-type: none"> Panel feels the concept designs for Westenhanger Castle Park have progressed well. Future work for the park must take a holistic view of how people will use this space, including clear points of arrival and linkages to the wider area, and ensuring all key facilities have been accounted for across the landscape. 	<p>expanded on at the detailed design stage.</p> <ul style="list-style-type: none"> Design Code sets aspirations for the Park which will be expanded on at the Tier 3 detailed design stage.
Parish Councils	<ul style="list-style-type: none"> Concerns raised about traffic impacts; access to the station and Stone Street; phasing of construction and construction impacts (noise and air quality). Detailed comments given on the layout; streets and spaces and relationship to/ impact on existing community 	<ul style="list-style-type: none"> Amendments to the Phase 1 masterplan; through the design code. Tier 2 Code of Construction will also need to pick up impacts on local neighbours.
Developers	<ul style="list-style-type: none"> Broad support that the plans will create an attractive town that makes the most of its assets including the castle and green setting. Concerns raised about reduced residential parking levels. Need to ensure housing mix meets market need and demand – predominantly houses rather than flats in this location, though developers each have their own product range that provides a variety of types and tenures. 	<ul style="list-style-type: none"> Variable parking standards to apply depending on location within the town and house size. To be addressed through Phase 1 delivery strategy.
Historic England	<ul style="list-style-type: none"> Views analysis requested in 2020 in order to inform how the setting of the Castle and its deerpark will be impacted by the proposals HE since project inception have recommended that the Castle be included with the OPA red line boundary The applicant purchased the Castle in 2019 and included it in the Phase 1 area so that benefits to it will be early. This was welcomed by HE. Concerns over the Castle causeway not being afforded enough open space within the masterplan and that housing either side will come too close and be too high 	<ul style="list-style-type: none"> Views analysis and visualisations to and from the castle have now been carried out and sent to HE in March 2021. They form part of the Heritage Strategy. Parameter Plans show the inclusion of the castle within the application boundary. The Designs for the Phase 1 masterplan have now been altered to afford a 65m wide open space either side. This is also reflected in the OPA parameter plans.

Group	Summary of Comments	Location of Applicant's Response
	<ul style="list-style-type: none"> ▪ Request that HE's designation screening service be employed. This was carried out and resulted in the causeway being scheduled in May 2021 ▪ Physical harm to causeway must be avoided/minimised within the masterplan. Discussions were had on the function and treatment of the causeway in the masterplan such as surfacing, carparking, vehicle usage, proximity of tree planting and housing etc. Request that further archaeological investigation (test pitting, trial trenching etc) along the causeway (and other 'hotspots' including the southern end of the causeway and the newly discovered barrows in this area) take place to ascertain the depth, width, condition, construction method etc of the causeway in order to inform Tier 2 Design. This is work is due to take place in Autumn 2021. ▪ An amended Conservation Management Plan for the Castle was requested ▪ A number of comments on the draft Heritage Strategy which should be addressed to provide a document that Historic England can fully support, including: <ul style="list-style-type: none"> ▪ A more clearly and succinctly defined vision is required. ▪ Need to re-consider the use of illustrative material where the detail is not yet agreed. ▪ Re-consider length of the document and its usability for those not familiar with the site and the proposals. ▪ Need to incorporate a comprehensive views assessment. ▪ Re-consider approach to heritage commitments to ensure suitable mechanisms to control how benefits are secured, including in relation to Westenhanger Castle, the causeway, 	<ul style="list-style-type: none"> ▪ Edging of housing fronting the causeway has been carefully designed (see Phase 1 Masterplan and Design Code). ▪ ES Chapter 9 (Cultural Heritage) reflects this designation and process. ▪ Adjustments to Phase 1 Design Code have been made, for example to avoid vehicle usage along the causeway. ▪ This was produced by Purcell in 2021 as a standalone document – Application Doc Ref.OP5 Appendix 9.25. ▪ An updated version of the Heritage Statement has been prepared and submitted as part of the amended OPA - Application Doc Ref. OP5 Appendix 4.12.

Group	Summary of Comments	Location of Applicant's Response
	Caste Park, barrows and general management solutions.	
Kent Downs AONB Unit	<ul style="list-style-type: none"> ▪ Welcome the intention to create a well-connected town for pedestrians and cyclists. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Transport Chapter
	<ul style="list-style-type: none"> ▪ Understand that Phase 1 will be the densest part of the Proposed Development, however further sensitivity analysis would be helpful in demonstrating which parts of the site are more visible from the AONB. This analysis should be used as a basis for determining where high densities and height can be introduced to minimise impacts, plus where structural landscaping can be used for mitigation. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Landscape & Visual Impact Assessment Chapter ▪ Green Infrastructure Strategy ▪ The visual sensitivity of surrounding areas to the proposed finer grained differences in height within each development area to be progressed as part of the phase specific Design Codes.
	<ul style="list-style-type: none"> ▪ A requirement for further detail on densities and height generally, however an acknowledgement that the town centre heights are to be orientated in a way which minimises views from the AONB. 	<ul style="list-style-type: none"> ▪ The proposed maximum heights of proposed buildings within each development area are set out on the 'Heights' Parameter Plan. ▪ The proposed finer grained differences in height to be developed as part of the phase-specific Design Codes.
	<ul style="list-style-type: none"> ▪ Concerns whether the designs are landscape-led. 	<ul style="list-style-type: none"> ▪ Green Infrastructure Strategy
	<ul style="list-style-type: none"> ▪ Landscape framework should help mitigate AONB impacts. 	<ul style="list-style-type: none"> ▪ Green Infrastructure Strategy ▪ ES Vol. 2: Landscape & Visual Impact Assessment Chapter
	<ul style="list-style-type: none"> ▪ Green infrastructure should be better provided on an east-west axis to provide greatest benefit in mitigating impacts on views. ▪ 	<ul style="list-style-type: none"> ▪ Green Infrastructure Strategy ▪ ES Vol. 2: Landscape & Visual Impact Assessment Chapter –
Homes England	<ul style="list-style-type: none"> ▪ Showed support for the emerging proposals. 	<ul style="list-style-type: none"> ▪ N/A
	<ul style="list-style-type: none"> ▪ Comments ensuring that access for all was taken into account in the detailed design of buildings, streets and spaces in due course. 	<ul style="list-style-type: none"> ▪ To be addressed through detailed design and reserved matters.

Group	Summary of Comments	Location of Applicant's Response
NHS Kent & Medway Clinical Commissioning Group	<ul style="list-style-type: none"> ▪ Access arrangements for ambulances to be carefully considered when deciding on the location of the health and wellbeing centre. 	<ul style="list-style-type: none"> ▪ To be addressed at the reserved matters stage for the health centre.
	<ul style="list-style-type: none"> ▪ A building of c.500sqm would be sufficient for the first 10 years, with a requirement of c. 1,500-1,700 sqm for the fully functioning health and wellbeing centre. Options are being explored for the best way to achieve this, including modular buildings; utilising spare capacity such as empty retail units in the town centre in the early years; completing the whole health and wellbeing centre early on and utilising part for other purposes until the population reaches the necessary density. 	<ul style="list-style-type: none"> ▪ As above.
KCC - Education	<ul style="list-style-type: none"> ▪ Clarifications required regarding methodology to assess the level of demand for new education provision. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Socio Economics Chapter – Table 142
KCC - Transport	<ul style="list-style-type: none"> ▪ A number of comments were made regarding the TA as submitted. A summary of comments is provided in Table 4 in this SSCI. 	<ul style="list-style-type: none"> ▪ As per Table 4 in the SSCI.
KCC - Heritage	<ul style="list-style-type: none"> ▪ A number of comments were made regarding the draft Heritage Strategy, including: ▪ Could the interconnected heritage trails shown on the Parameter Plan be included within the SDP. ▪ Heritage Statement should consider how heritage trails are secured through the planning permission. ▪ Re-consider approach to heritage-led visual impact assessment (can one be prepared). ▪ The design of the built form, access and landscaping needs to be informed by a proper understanding of heritage significance. Can the commitments in the Heritage Strategy be re-considered in this context. ▪ There is no open space provision currently shown on the parameter plan for the north-westernmost barrow of the scheduled group. 	<ul style="list-style-type: none"> • An updated version of the Heritage Statement has been prepared and submitted as part of the amended OPA - Application Doc Ref. OP5 Appendix 4.12.
Environment Agency	<ul style="list-style-type: none"> ▪ A number of comments were made regarding the proposals as submitted. A 	<ul style="list-style-type: none"> ▪ As per Table 4 in the SSCI.

Group	Summary of Comments	Location of Applicant's Response
	<p>summary of comments is provided in Table 4 in this SSCI.</p> <ul style="list-style-type: none"> ▪ Numerous comments relating to biodiversity methodology and approach, particularly around otter. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Biodiversity Chapter – Table 73
Natural England	<ul style="list-style-type: none"> ▪ Request for further detailed soil and agricultural information to be submitted. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Agriculture and Soils Chapter – Table 5-3
Natural England / Kent Downs AONB	<ul style="list-style-type: none"> ▪ Need for an assessment of recreational impacts of the proposed development on the Kent Downs AONB. 	<ul style="list-style-type: none"> ▪ ES Vol. 2: Socio Economics Chapter – Table 142
Highways: General - Stagecoach, Network Rail, South Eastern Railways.	<ul style="list-style-type: none"> ▪ Emerging information on forecast public transport patronage to be shared. 	<ul style="list-style-type: none"> ▪ Transport Assessment - Effects on Sustainable Transport Modes Chapter
Highways: F&H Quality Bus Partnership	<ul style="list-style-type: none"> ▪ Early consideration of the location of bus stops at the masterplanning stage, in relation to new residential development, should be considered to avoid future issues/conflict. ▪ The requirements for bus stop locations could be included within the Phase 1 Design Code. ▪ KCC agreed to provide Otterpool Park LLP with the bus stop technical details and bus services, plus the new residential development design guide element from the emerging Kent Design Guide. 	<ul style="list-style-type: none"> ▪ Principles of bus stop locations set out in Transport Strategy – Chapter 7.4

5.18 The Environmental Statement submitted with the OPA contains a greater level of detail on how the Applicant has responded to a number of the more technical comments noted above, where appropriate and relevant (each ES chapter includes a sub-section titled 'Consultation and Scoping').

6 Conclusions

- 6.1 Following the submission of the OPA in February 2019, a number of consultation comments have been received from statutory consultees and the public. One key issue raised within the consultation feedback, including by FHDC, has been the need to make amendments to the application to ensure that if planning permission is granted it can provide for long term flexibility. A series of other comments have also been received which have also led to a requirement to amend the OPA material.
- 6.2 The Applicant, in consultation with FHDC and other key stakeholders, has revised the approach to the proposed structure of the outline planning permission being sought by introducing a new middle (second) 'tier' of control to sit between Tier 1 (the outline consent itself) and Tier 3 (reserved matters applications per phase). The Applicant is seeking the necessary amendments to the February 2019 OPA documentation (i.e. Tier 1) to achieve this structural change. Alongside these amendments the Applicant has been progressing the Tier 2 proposals for Phase 1 in parallel.
- 6.3 This SSCI provides detail of the community consultation and engagement that has been undertaken by the Applicant since the OPA was submitted in February 2019 in relation to the Proposed Development at Otterpool Park.
- 6.4 The Applicant's approach focused on two key strands – engagement activities relating to the OPA material leading to the amendments (focusing on comments provided by FHDC and stakeholders to the OPA documentation), plus engagement activities relating to the emerging Phase 1 Tier 2 proposals. In both strands, the Applicant utilised public events and targeted meetings (albeit a number of the meetings and events touched on both matters given the natural cross-over).
- 6.5 It is considered that the methods of engagement used have been the most appropriate and best practice to obtain feedback effectively from a wide range of local residents, community interest groups, local business, local agency and organisations and other local stakeholders.
- 6.6 The issues raised have been considered and addressed by the Applicant and its team. The feedback received from the consultation events and the targeted meetings have helped inform the proposals and documentation which are now submitted as part of this subsequent submission.

Appendix 1



OTTERPOOL PARK

COUNTRYSIDE • CONNECTED • CREATIVE



Come along to our public exhibitions next week

Find out more about our proposed plans for Otterpool Park and talk to the team at our new public exhibitions next week. The events are at Westenhanger Castle on 16 May and the Leas Cliff Hall, Folkestone on 17 May. Drop in anytime between 2pm and 7.30pm.

[READ MORE](#)



Explore our website

From location details and community facilities to the number of homes and amount of green space, our website has everything you need to know about the proposed development.

[VISIT THE WEBSITE](#)



Planning application update

An outline planning application for the first 8,500 homes at Otterpool Park was submitted to Folkestone & Hythe District Council earlier this year. You can comment before the deadline of 27 May 2019.

[VIEW THE PLANNING APPLICATION IN DETAIL](#)



Local students involved in emerging development

Appendix 2



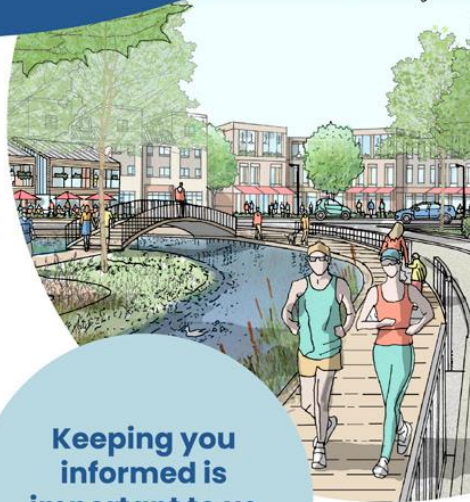
OTTERPOOL PARK

COUNTRYSIDE • CONNECTED • CREATIVE

Public exhibitions

Many of you will have attended our consultation events about plans for a new garden town community at Otterpool Park.

We recently submitted a planning application for the first 8,500 homes. We are holding two public exhibitions to update you on our proposals.



Keeping you informed is important to us and we hope to see you there.



Thursday 16 May 2019

2pm until 7.30pm

WESTENHANGER CASTLE

Stone Street, Westenhanger,
Hythe, Kent CT21 4HX

Friday 17 May 2019

2pm until 7.30pm

LEAS CLIFF HALL, CHANNEL SUITE

Leas Cliff Hall, Folkestone,
Kent CT20 2DZ

Keep up to date at www.otterpoolpark.org

Appendix 3

OTTERPOOL PARK PUBLIC EXHIBITIONS TO BE HELD IN MAY

Two exhibitions will take place next month to inform the public about plans for a proposed Garden Town near Folkestone in Kent.

The drop-in events have been organised following an outline planning application for 8,500 homes at Otterpool Park that was submitted to Folkestone and Hythe District Council earlier this year.

They provide the opportunity to find out more about the development and what is contained in the planning applications. Team members from the Otterpool Park project and consultants working on the project will be on hand to discuss and answer questions.

The public exhibitions will take place in May at the following times and locations. Attendees can drop in anytime during the session and do not need to book.

- **Thursday 16 May 2019, 2:00 – 7:30pm** – Westenhanger Castle, Stone St, Hythe, CT21 4HX
- **Friday 17 May 2019, 2:00 – 7:30pm** – Channel Suite, Leas Cliff Hall, Folkestone, CT20 2DZ

Andy Jarrett, spokesperson for Otterpool Park, said: *“We hope to give local residents, businesses and other interested parties a deeper understanding about the benefits that the Garden Town could bring to the district.*

“Otterpool Park is in a highly connected location and has a beautiful countryside setting. As a Garden Town, more than half of the development would be made up of attractive green spaces and our plans incorporate high quality, thoughtfully designed homes, as well as all the community facilities and infrastructure needed. Vivally, if approved, it will bring around 9,000 jobs to the area over 30 years. It is an attractive and sustainable solution to local housing needs and we would encourage anybody interested in the development to come along.”

While the events give a chance to discuss and ask questions, formal comments on the planning application should be shared with Folkestone & Hythe District Council’s local planning authority via the website <https://www.folkestone-hythe.gov.uk/otterpoolpark/planningapplication>. The deadline to comment is 27 May 2019 and the application reference number is Y19/0257/FH.

The proposed development is part of the government’s garden communities programme which aims to deliver 200,000 properties by 2050. Otterpool Park’s Garden Town status means that it will be characterised by its high-quality housing, integrated with large amounts of green space, community facilities and a distinct creative identity. It has already attracted funding from Homes England and the Ministry for Homes, Communities and Local Government.

Further information can be found at www.otterpoolpark.org

ENDS

Appendix 4

OTTERPOOL PARK
COUNTRYSIDE · CONNECTED · CREATIVE

Find out more about our **Public Exhibitions**

[CLICK HERE](#)

Home > Folkestone > News > Article

Harvey Grammar School could expand for Otterpool Park development

[KENT TRAVEL NEWS](#)

[SIGN ME UP FOR NEWS ALERTS](#)

By Sam Williams swilliams@thekmgroup.co.uk

[Read all comments](#) | 3

Published: 17:00, 08 May 2019



A secondary school could be set to expand as a direct response to a new garden town proposal.

An outline planning application for the Otterpool Park development - which could see 10,000 new homes built on land near Folkestone Racecourse - **was submitted to Folkestone and Hythe District Council in March.**

It reveals that, due to the extra number of families that could move into the area, there are not enough spaces at the area's existing secondary schools.



Find out more about our **Public Exhibitions**

[CLICK HERE](#)

Follow us



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[Like](#) [Share](#) 109K people like this. Sign Up to see what your friends like.

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Man found dead in stairwell 7

Appendix 5



A map showing where Otterpool Park would go and, right, how the development could look

Garden Town questions answered

by Molly Mileham-Chappell
mmilehamchappell@thekmggroup.co.uk

Two public exhibitions take place this week as the deadline looms for comments on a controversial 10,000-home development planned for greenfield land.

Developers of the Otterpool Park scheme first submitted their outline planning application in February, detailing how

the former Folkestone Racecourse could be transformed over the next 30 years.

Now residents living near the proposed project are being given to chance to grill the housing chiefs behind the plans.

The consultation sessions promise to provide the opportunity to find out more about the development and what is contained in the planning applications, with team members from the Otterpool Park project and consultants on hand to discuss

and answer questions.

The public exhibitions will take place next week. Attendees can drop in anytime during the session and do not need to book.

The first will be today (Thursday) between 2pm and 7.30pm at Westenhanger Castle.

Tomorrow (Friday), at the same times, there will be a second exhibition at the Leas Cliff Hall Channel Suite in Folkestone.

Andy Jarrett, spokesman for Otterpool Park, said: "We hope to give residents, businesses and

other interested parties a deeper understanding about the benefits that the Garden Town could bring to the district.

"Otterpool Park is in a highly connected location and has a beautiful countryside setting.

"As a Garden Town, more than half of the development would be made up of attractive green spaces and our plans incorporate high quality, thoughtfully designed homes, as well as all the community facilities and infrastructure needed.

"Vitality, if approved, it will bring around 9000 jobs to the area over 30 years. "It is an attractive and sustainable solution to local housing needs and we would encourage anybody interested in the development to come along."

■ Formal comments on the planning application must be submitted by May 27 on the Folkestone and Hythe District Council planning portal. The application reference number is Y19/0257/FIL

Appendix 6

Welcome



Thank you for attending our exhibition which presents an update on our plans. This follows a planning application that was submitted to Folkestone & Hythe District Council in February 2019.

We invite you to talk to our team while you are here, who will be happy to answer your questions.



Countryside

Otterpool Park is a special place, offering the opportunity to live and work in the Garden of England but also have the benefits of a coastal lifestyle.

Connected

Connectivity at Otterpool Park means getting local people to where they want to be or getting them online easily.



Creative

Otterpool Park is being designed with culture and creativity at its core, reflecting its natural character and heritage.



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Creating a Garden Town in the Kent countryside



50%
green
space



8,500
homes



9,000
jobs



Up to
six
schools

Would you like
to know more?



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A creative place



The ambition for Otterpool Park is to be the **best new Garden Town in the UK**, attracting international attention and engendering a real sense of local pride and belonging.

We will work with Creative Folkestone and the local community to **enmesh art, culture and creativity**; to take a **pioneering approach** to education and learning; to be **innovative and creative** in our approach to supporting employment; and to be 'well connected', in a local, regional, national and international context.

Otterpool Park will embrace and integrate culture and creativity from the outset



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A place for leisure



Approximately half of Otterpool Park will be retained as **green space**, with a **new country park** and **nature reserve** plus acres of new **open space**, including parks, allotments, orchards, sports and leisure facilities.

The existing rural farmland is private and not accessible to the general public. By strengthening links, improving and upgrading footpaths and adding cycle paths, new public footpaths and river and woodland walks, access to the countryside will be improved for all.



Q Woodland Country Park

Linked to the grounds of Westenhanger Castle, this new country park, will protect much of the area's heritage, including a Roman Villa and a Site of Strategic Scientific Importance (SSSI).

It will have a country estate feel with sweeping views, large specimen tree planting, woodland and open grassland with trails.



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A place to call home



Our planning application accounts for the first 8,500 homes, of a total of 10,000 in our masterplan.

- › A good choice of homes to appeal to people of all ages and lifestyles.
- › Affordable homes for local people; specialist housing for older people and those needing extra care; self-build opportunities and homes for families and professionals.
- › One, two, three, four and five-bedroom homes in a variety of styles, built with character and creativity.
- › Parking for bikes, cars and motorcycles.
- › Homes located in the town centre and throughout neighbourhoods offering a more village community-led environment.
- › High quality architecture and creative design.
- › A range of sizes and styles in each phase.

How many homes?

5,259
homes for sale

1,725
affordable homes

860
build to rents

657
extra care homes



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A place to work and do business



We will deliver **around 9,000 jobs** at Otterpool Park, making it possible to work from home, the park or coffee shop, thanks to the most up-to-date technology and infrastructure.

How many jobs?

4,475
office and light industry

1,725
retail opportunities

1,045
recreation and community

610
extra care housing and hotels

1,095
home workers

- > Easy commute, with jobs a short walk or bike ride from home.
- > Supporting the growth of existing job opportunities in the area.
- > An employment district close to bus stops, Westenhanger rail station and access to HS1 services.



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Getting around



- › Working with transport partners to upgrade **Westenhanger station** and rail services.
- › Electric **charging points for vehicles**.
- › Upgrades to the **A20**, with redesign and realignment to provide a more direct link to junction 11 of the M20 and reductions to the speedlimit.
- › **Stopping-up of Stone Street** at the junction with the A20 Ashford Road north of the junction with the A261 Hythe Road.
- › **New junctions along the A20** Ashford Road and B2067 Otterpool Lane.
- › Otterpool Park will be designed to be well **connected locally, regionally, nationally** and internationally.
- › Close to **Eurotunnel Le Shuttle's** UK terminal, 35 minutes from Calais.

A new public transport hub around Westenhanger station



Homes a short walk or cycle ride from shops and other facilities

Bus stops within 400m of most homes



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Health and Education

Building a new community at Otterpool Park means giving the people living, working and visiting there everything they need to support them in their daily lives, including a full range of health and education facilities.

Education

- › Our plans include one primary school during the first phase of development. Working with Kent County Council, monitoring and managing the demand for local school places will enable the development to grow the number of schools across the lifespan of the project to a maximum of five primary schools.
- › All primary schools at Otterpool Park will have early years education/nursery on site or very close by.
- › The provision of a secondary school will be demand led with space allowed to build a school at point of need.



Healthcare

- › Health and wellbeing will be embedded within Otterpool Park and this includes providing excellent primary care facilities on site.
- › A state-of-the-art medical centre will provide a 'one-stop shop', including GPs and primary care treatment during the early stages of development. Healthcare services will be delivered in a phased manner according to need.
- › The creation of these facilities on site at Otterpool Park has been planned to reduce pressure on existing local services.



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Heritage

Our plans **actively preserve the settings of all listed buildings** by considering where and how we develop and use green space.

This includes enhancing the setting of **Westenhanger Castle**. We've detected the boundary of Westenhanger Castle's deer park as well as a likely walled Tudor garden and former causeway.

We are also seeking to preserve elements of the former **Lympne Airfield, a previously unknown Roman Villa** and the most significant of the **prehistoric barrows**. It's all part of our mission to celebrate the area's past.



🔍 Heritage Trail

A Heritage Trail will link a number of key heritage sites including:

- Bronze Age barrows
- Ancient woodland at Harringe Brooks Wood
- Lympne Airfield, including the Battle HQ and Pickett Hamilton Fort
- The site of the Roman Villa
- Otterpool Quarry SSSI
- Westenhanger Castle parkland
- Racecourse lake
- Stone Street Roman Road

The trail will link to other areas including the parks and gardens of Port Lympne and Sandling Park.



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Protecting the environment



As a Garden Town, **minimising the impact on the natural environment and providing a home to wildlife and nature** is as important as answering the area's housing need. Our plans include a number of features that promote better air quality such as tree planting, provision for electric vehicles and public transport.

Q Impact on AONB

The height, massing and distribution of proposed buildings has been carefully designed to ensure the development is in keeping with the surrounding landscape and when viewed from the surrounding Area Of Outstanding Natural Beauty.

Q Green Space

Nearly 50% of the land will be set aside for green spaces, with around 4% of the land retained in farming, protection for wildlife habitats and green buffers to protect existing village character.

Q Air quality protected

Features that promote good air quality, including wide streetscapes and public transport provision.

Q Biodiversity

Demonstrable increase in biodiversity overall. Offsetting and off-site mitigation has been proposed to re-home some species.



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Water Supply

The existing drinking water network is sufficiently sized for current demand and this has immediate additional capacity for the early phases of Otterpool Park

- › Once the first 1,500 homes are built, a new water main will be constructed between Otterpool Park and Paddlesworth Reservoir, following the same alignment as an existing main.
- › Three potential wastewater treatment options have been developed to manage the wastewater that is produced from Otterpool Park.
- › Surface water will be carefully managed via a network of sustainable urban drainage features.



Sustainable drainage systems (SuDS) Explained

These systems use components that mimic natural features and help to manage flood risk, reduce runoff from roads and create new wildlife corridors.



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Character areas

Q Gateway Quarter

The Gateway is a **place of arrival to Otterpool Park** from Westenhanger station. Located 10 minutes walk north east from the town centre connected by bus, cycle and pedestrian routes. The Gateway is a location for business and social infrastructure close to excellent public transport and road access to M20 junction 11.



Q Riverside

The Riverside character area extends from the open space of Woodland Country Park and along the existing East Stour stream. This watercourse and existing lakes are the key landscape features of an area currently inaccessible to the public.

This idyllic waterside setting will provide river views with taller buildings and townhouses, part of a broad mix of homes as it flows towards the west, together with new cycle routes and paths to explore and enjoy.



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Character areas

Q Otterpool Slopes

Otterpool Slopes' character and landscape creates **a transition between Riverside and Woodland** across and up from the streams and central green area between Otterpool Manor and Upper Otterpool. Housing would be separated by areas of hedgerow.

A local centre, comprising local shop or meeting hall, primary school, nursery, cafes and space for small businesses would be linked with a bus route footpaths and cycle-ways to the town centre.



Q Hillside

The Hillside settlement is focussed on the **historic Barrow Hill**, creating a landscape to the west of the town with homes grouped around a central green at the high point which will preserve and interpret the prehistoric barrows in this area.

Housing scale up to two and a half storeys and local centre will be separated from existing communities by a wide landscape buffer which will include allotments and a bridle path.



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Character areas



🔍 Town centre

Creating a town centre with character means moving away from a traditional high street and towards a 21st century heart for the community.

➤ Local Quarter

Supermarket, shops, small businesses, GP, dentist, hairdresser, close to primary school/nursery.

➤ Market Quarter

Craft studios, shared workspace, retail.

➤ Lakeside Quarter

Restaurants and cafes, hotel, health and fitness centre with views to the castle.

➤ Creative Quarter

Public space with SME workspace for creative industries.

➤ Gateway Quarter

Health centre, pharmacy, business space, cafes. Next to public transport interchange.

➤ Knowledge Quarter

Primary and secondary schools, extra care housing, leisure and fitness.



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Character areas

Q Woodland

The woodland landscape will provide a setting for **clusters of new homes**. Housing of up to two and a half storeys would be separated by broad areas of woodland and open landscape. Footpaths and cycle ways would link this area with the surroundings.



Q Valley, Woodland, Plateau and Ridge edges

Development on the edges of Otterpool Park will be of a lower density giving it a sense of space as the new Garden Town links with the wider landscape with more detached housing, green infrastructure, community routes and footpaths meandering through.



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What happens next?

Consultation

The outline planning application has been prepared following extensive consultation. You may have already expressed your views. An outline planning application has been submitted to Folkestone & Hythe District Council. There is still time to comment to the Council on this with a deadline of **27 May 2019**.

Keep up-to-date by looking at our **website**, and on **Twitter**, **LinkedIn** and **Facebook**

www.otterpoolpark.org

Determination

The local planning authority is charged with making the formal decision as to whether to grant planning permission. If they do, they will impose conditions and enter into a legal agreement with the applicant which will create the framework for the new development and ensure that commitments made at this stage in the process are fulfilled.

Further consents

Post consent of the outline planning application, design codes and detailed master plans for each phase of the development would be submitted to Folkestone & Hythe District Council for approval.

The design codes shall set out further design principles relating to the design and layout of development and the external appearance of individual buildings. There will be other opportunities for everyone to comment at this stage.

Phased development

If granted consent, Otterpool Park will be built out over a period of approximately 30 years from approximately 2020 to 2050.

Want to know more?

More information on all topics related to Otterpool Park can be found in the planning application.



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Appendix 7



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Register for our phase one consultation event

Find out more about our plans for the exciting first phase at Otterpool Park, which includes the town centre and a new public park, at our forthcoming public information and consultation events on **Friday 26 March 2021**.

The virtual events are an opportunity to hear about phase one at Otterpool Park and get your questions answered live by panellists working on the project.

Our **afternoon session takes place at 1pm - 2.30pm**, followed by an **evening session at 5.30pm until 7pm**.

If you are unable to attend - don't worry - the events will be recorded and made available on our website afterwards, together with an opportunity to provide feedback.

[**REGISTER NOW**](#)

Appendix 8

Otterpool Park release
15 March 2021

Consultation on phase one at Otterpool Park begins

Residents, stakeholders and the wider community are invited to join two virtual public information and consultation events on phase one of the proposed Otterpool Park Garden Town, which incorporates the town centre.

The project team behind the Folkestone-based Garden Town, Otterpool Park LLP, and its consultants will be hosting the virtual sessions on Friday 26 March.

Attendees will be able to watch a presentation and get their questions about the development answered by live panellists. The event will also give the public an opportunity to share their thoughts on the plans, which will be considered ahead of final proposals.

There will be an online afternoon session running from 1pm until 2.30pm and an evening session from 5.30pm until 7pm, all open to the public who can register to attend here [\[LINK\]](#).

The engagements will be recorded and published on the Otterpool Park website, so that those that are unable to attend can watch it at a later date and provide their feedback.

- Ends -

For media enquiries please contact Zoe Emmitt at Pillory Barn by calling 07395 282286 or email: zoe@pillorybarn.co.uk

Notes to editors

Otterpool Park is a proposed Garden Town located in the Kent countryside, close to the seaside town of Folkestone in Kent. The project seeks to create a vibrant new community for current and future generations, inspired by the natural landscape, character and heritage of the site.

www.otterpoolpark.org

Appendix 9



Otterpool Park

338 followers

3w • 🔄

Have you registered to hear more about phase one at Otterpool Park yet?

We have two virtual consultation events coming up this Friday (26 March) where we'll share our progress on plans for phase one and members of the team will be available to answer your questions.

Please register to attend at www.otterpoolpark.org

Locate in Kent Folkestone & Hythe District Council Folkestone and Hythe



Appendix 10



otterpool_park @otterpool_park · 9 Apr



It is time to have your say!

On Friday 26th March 2021, we held two virtual events to share our plans for phase one at Otterpool Park.

We want to hear your thoughts! So, please head to our website and complete a short survey with your feedback: bit.ly/3fQ8to4



Appendix 11

POLICE OFFICER CHARGED WITH SARAH MURDER

PAGES 2-5

INSIDE

**Town to get second job centre****PAGE 6****Railway to open again next month****PAGE 8****Appeal to help coronavirus cat****PAGE 9****Vintage view of town street****PAGE 12**

OTTERPOOL REVEALED

Plans for the first phase of the proposed Otterpool Park development have been revealed.

The artist's impression of the huge site includes new homes surrounded by trees, green spaces and a lake.

It is the first stage of a 10,000-home 'garden town' destined for land near Hythe and the village of Westenhanger, and includes the former Folkestone Racecourse.

It comes as two virtual public consultations have been organised so residents can find out more about the scheme, which is set to be granted planning permission. ■ See page 7

Enjoy A Beach Front Location For Our Takeaway Service

**Full English Breakfast • Hot Smoked Salmon & Scrambled Egg
Baguettes • Fish & Chips • Sausage & Chips • Vegetarian
Burgers & Wraps • Kids Menu • Tea • Speciality Coffees
• Hot Chocolate • Cold Drinks • Ice Cream & Cakes**

**The Fishermans Landing Beach, Range Road, Hythe, CT21 6HG Tel 01303 266410
Open Monday - Saturday 8am - 5pm Open Sunday 9am - 4pm**





The masterplan for phase one of the Otterpool Park development

Picture: Pillory Barn

Look at what lies ahead with huge development

By Sam Williams

swilliams@thekmgroun.co.uk

A new image has been released to show the masterplan for the first phase of the controversial Otterpool Park development.

The aerial view CGI reveals how the new homes will be laid out on land near Hythe, plus the trees and green spaces which will surround them.

It also includes the lake, currently found at the vacant Folkestone racecourse, which is destined to be the 'heart' of the proposed garden town and will be available for public swimming and fishing.

The image has been released

alongside an announcement that two public virtual consultations will take place next week, giving residents the chance to learn more about phase one of the project.

It will be held by the team from Otterpool Park LLP - a company set up to 'drive' the development forward - and will include a presentation about the scheme and a question and answer session from panellists.

The event will also give people an opportunity to share their thoughts on the plans, which will be considered ahead of final proposals.

There will be an online afternoon session running from 1pm until 2.30pm and an evening session from 5.30pm

until 7pm, all open to the public who can register to attend at phaseone.otterpoolpark.org/

The engagements will be recorded and published on the Otterpool Park website, so that those that are unable to attend can watch it at a later date and provide their feedback.

If approved, Otterpool Park will eventually include 10,000 homes, new schools, green spaces, health centres, retail and leisure facilities and will have its own town centre.

Folkestone and Hythe District Council is behind the project and has already invested millions of pounds.

This includes purchasing the land at the racecourse,

which closed in 2012 and is near the village of Westenhanger, for £25million.

The authority also purchased Westenhanger Castle for £2.9m, as the 'centrepiece' of the scheme.

It also spent £5m buying 357 acres of farmland south east of the racecourse in 2015.

And in November 2019, FHDC approved a £100m loan to allow the first stages of Otterpool to proceed.

But the scheme has attracted much opposition since it was announced in 2016, including several protests and an official objection from Hythe Town Council.

If approved, the scheme will be built in phases over the next 30 years.

Appendix 12

**Maybe you could
be a foster carer?**



Could you welcome a child into your family and give them the home, love, care and support they need?

03000 420 002
kentfostering.co.uk



Phase one at Otterpool Park

We are at an exciting stage of planning Otterpool Park – we are designing the first phase, which includes the town centre.

We want to share our plans with you, answer your questions and seek your feedback on our proposals.

Register to attend our virtual public information and consultation events on **Friday 26 March**.

Afternoon event 1pm – 2.30pm
Evening event 5.30pm – 7pm

www.otterpoolpark.org



Rescued asylum seekers are brought to Dover for processing

Critics say prospect is 'wildly expensive'
**Plans to process
asylum seekers
abroad blasted**

By Sam Lennon
slennon@thekmgrouop.co.uk

Asylum seekers could be sent to processing centres abroad under the Home Secretary's plans to overhaul the immigration system, according to reports.

The British overseas territory of Gibraltar is a location under consideration by officials, according to The Times, as well as the Isle of Man and other islands off the British coast.

Priti Patel has vowed to stop people making the perilous journey across the English Channel and is expected to publish details of plans overhauling the UK's asylum and immigration system next week.

Over the last three years there has been a trend of asylum seekers crossing the sea from France crammed into dinghies.

They have landed on various parts of the Kent coast such as Kingsdown near Deal, Folkestone and Romney Marsh. This has meant Kent County Council has been responsible for looking after unaccompanied asylum seeker children.

This has put immense pressure on the council and last August it announced the county had reached full capacity. The children were dealt with by Border Force.

The authority's resources such as social workers, independent reviewing officers, care workers and suitable accommodation have been "exhausted" by the ongoing crisis.

The Times said plans due to be set out by the Home Secretary will include a consultation on



They risk potentially deadly journeys by sea

changing the law so that people seeking asylum can be sent to processing centres in third countries.

It follows a series of leaks last year suggesting the UK government was considering a number of offshore policies akin to those used in Australia.

These included sending asylum seekers to Ascension Island, more than 4,000 miles from the UK, to be processed, and turning disused ferries out at sea into processing centres.

The ideas were dismissed by critics at the time as unfeasible, while Labour condemned the suggestion of an asylum processing centre on Ascension Island as "inhumane, com-

'Offshore detention leads to appalling outcomes like high mental illness...'

pletely impractical and wildly expensive".

The government believes sending people to third countries for processing would be compliant with the European Convention on Human Rights (ECHR), according to reports.

There is currently controversy over asylum seekers being held at the former Napier Barracks in Folkestone. See pages 6-7.

In January it was found that 200 of the inhabitants had tested positive for Covid-19.

The Times said the new legislation will include life sentences for people smugglers and the establishment of reception centres on government land, with many currently being housed in hotels.

Enver Solomon, chief executive of the Refugee Council charity, condemned the proposed policy as "inhumane".

He told the paper: "We know from the Australian model that offshore detention leads to appalling outcomes including high levels of self-harm and mental illness.

"It is an inhumane policy that undermines our nation's proud tradition of providing protection to people fleeing persecution and terror many of whom have gone on to work as doctors and nurses in the NHS. As we mark the 70th anniversary of the UN convention on refugees later this year we should be welcoming refugees, treating them with compassion."

People smugglers continue to be caught and brought before Kent courts such as Gavin Charters who was caught with a man and woman in his car boot.



Scores of lorries have been clamped this year

More than 1,500 lorries get clamped

Scores of lorries have been clamped by Kent County Council since the UK left the European Union on January 1, it has been revealed.

A total of 1,569 drivers of heavy goods vehicles, which weigh over five tonnes, have received fines for long-stay parking in large parts of Ashford, Folkestone and Hythe and elsewhere.

The majority of cases have been along the M20 corridor from Maidstone towards Euro-tunnel and the Port of Dover and 83% were international registered vehicles.

About two-thirds of the £185 fines issued occurred from 10pm to 6am, with some drivers likely parking up overnight in lay-bys and sleeping in their cabs.

At a KCC meeting last week, Cllr Sean Holden (Con) said inconsiderate parking of HGVs has become a "growing problem" in the county.

Jury case is selected for pilot of new virtual technology Trial could see inquest hearings going digital

By Sam Lennon
slennon@thekmggroup.co.uk

Paperless inquests are expected in full from this spring after the first ever digital-only hearing took place.

Kent and Medway Coroners' Court is now rolling out the system for use on all jury inquests from this month and for all inquests from April 1.

The system allows participation in person and remotely, allowing people to stay safely apart during the pandemic.

The system was used for the first time to support a complex jury inquest held in Maidstone at the end of last year. It was the first time that a jury inquest in the UK has been conducted entirely digitally.

The court is using a service called CaseLines by the multinational media corporation Thomson Reuters. This is a court exhibit and evidence sharing platform.

Inquests in this county are held in Maidstone, at the Archbishop's Palace, County Hall and the Shepway Centre in

'There was no need to use paper at any stage of the hearing'

Oxford Road. But Kent and Medway Coroners' Court began its digital transformation last April.

The changes meant all relevant parties, including the presiding coroner, relevant legal representatives and jury members, could engage and follow proceedings using individual iPads and the large screens placed in the hearing room.

Time could also be saved that is usually spent printing, photocopying and manually sorting and redacting bundles. The court estimates that during the hearing in November and December it saved 46 hours of staff time.

Angie Sanders, service development officer at KMCC, said: "It would not have been possible to complete this inquest in such a short time frame had we



Cases are usually heard at Archbishop's Palace, Maidstone

not adopted CaseLines.

"There was no need to use paper at any stage of the hearing - crucial given the strict coronavirus regulations in place."

Without this system the court would have had to equip each juror with up to seven lever arch files of case notes and evidence.

The technology also came into its own when travel restrictions meant a QC could not return to the UK to attend the hearing in person. Using CaseLines, the QC was able to attend the rest of the hearing via video link, which stopped the case being adjourned.

Face mask competition now open

Youngsters across Kent are being encouraged to promote mask-wearing for their chance to win £500.

The competition, run by Medicspot, is open to all children aged five to 14 at primary and secondary schools throughout the county.

They are encouraged to complete the challenge while at home by printing out the face mask template from the Medicspot website, and letting their creativity flow. The deadline is the end of May.

The winning entry, judged by CBBC presenter Joe Tasker, will win £500 for their primary school to spend on supplies, as well as 30 face masks featuring their special design.

Another 20 winners will also win a face mask featuring their design, with four in each of the five age categories - five and six; seven and eight; nine and 10; 11 and 12; and ages 13 and 14.

Face masks featuring all the winning designs will be available to buy online, with 100% of the proceeds going to NHS Charities Together.

Medical director Dr Johnson D'souza said: "We wanted to give children across Kent the opportunity to get involved."

Visit [medicspot.co.uk/mask](https://www.medicspot.co.uk/mask)



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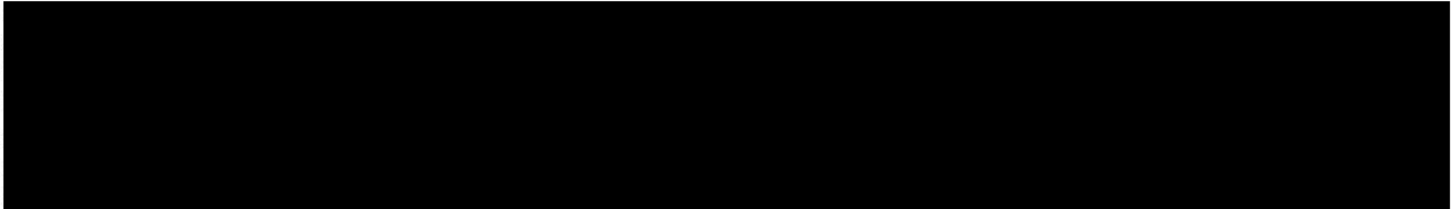
272 High Street, Chatham
01634 406971 | cafenucleus.co.uk

BOOKING FROM 12TH APRIL

Appendix 13



Otterpool Park
Fri 19/03/2021 11:59



Hello,

We are at an exciting stage of planning Otterpool Park – we are designing the first phase, which includes the town centre.

Together with our project consultants, we are holding two virtual public information and consultation events about phase one at Otterpool Park on **Friday 26 March**.

Attendees will be able to watch a presentation and get their questions about phase one answered live by panellists. The event will also provide an opportunity for attendees to share their thoughts on the plans, which will be considered ahead of final proposals.

There will be an online afternoon session running from **1pm until 2.30pm** and an evening session from **5.30pm until 7pm**, all open to the public who can register to attend here <https://phaseone.otterpoolpark.org/>

Home - Otterpool Park : Otterpool Park - Otterpool Park Phase One development : Otterpool Park

We're at an exciting stage of development of Otterpool Park – we're designing the first phase, which includes the town centre.

phaseone.otterpoolpark.org

The engagements will be recorded and published on the Otterpool Park website, so that those that are unable to attend can watch it at a later date and provide their feedback.

I do hope that you are able to register and attend. We are promoting these events in the local media, on social media and through other routes however we would be grateful if you could let others in your local networks know about the opportunity to attend.

Kind regards,

Zoe at Pillory Barn
On behalf of Otterpool Park LLP

Appendix 14



otterpool_park @otterpool_park · 23h



What's included in our plans for phase one?



Two primary schools



1,900 homes, including 22% affordable homes, family homes, co-living, intergenerational living, self-build and custom-build homes



Community and library spaces



Health centre



Leisure centre



Workspace



Appendix 15



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Phase 1

Otterpool Park - Planning overview

- Outline application submitted Feb 2019 – 8,500 homes, new jobs, schools, health and community provision, as well as a generous green spaces.
- Since then the application has been through an extensive period of public consultation and engagement with stakeholders.
- We have also been involved with promoting the allocation for the new garden settlement through the Local Plan Examination.



The Planning Process

Tier 1

Outline Planning Application

- This agrees the overall numbers, land uses and Development Framework for the whole development.
- It includes a series of site-wide strategies.
- It does not agree specific locations for each dwelling or road.

SITE WIDE – STRATEGIES

- Housing
- Economic Development
- Green Infrastructure

Tier 2

Key Phase

- Parts of the site identified as Key Phases agreed by the LPA
- Location and land uses agreed with District Council.
- Each phase will have a detailed framework and Design Code

KEY PHASE - DEFINITION

e.g. Extent of Key Phase
Schedule of Uses
Quantum of Development

KEY PHASE FRAMEWORK

e.g. Design Code
Delivery Plan
Affordable Housing
Site Wide Strategy
Supplements

Tier 3

Reserved Matters

- Once a Key Phase has been fully approved, including the relevant documents, detailed development proposals will be brought forward for individual parcels or infrastructure within that Key Phase.
- Once these 'reserved matters' applications have been approved, development can commence.

RESERVED MATTERS

Detailed Design
Landscape
Environmental Mitigation
Travel Plan
Management
Contamination & Remediation



The Planning Process – Next Steps

- The Tier 1 Outline Planning Application will continue to be updated to reflect the discussions that have and are taking place later this year.
- As part of this update, we are keen to share more detail around the first phase of the new development.





Its under **1 hour** to **London** via Ashford International



or a **10 minute** train journey to **Folkestone**



and **150 minutes** to **Paris**

Otterpool Park in context



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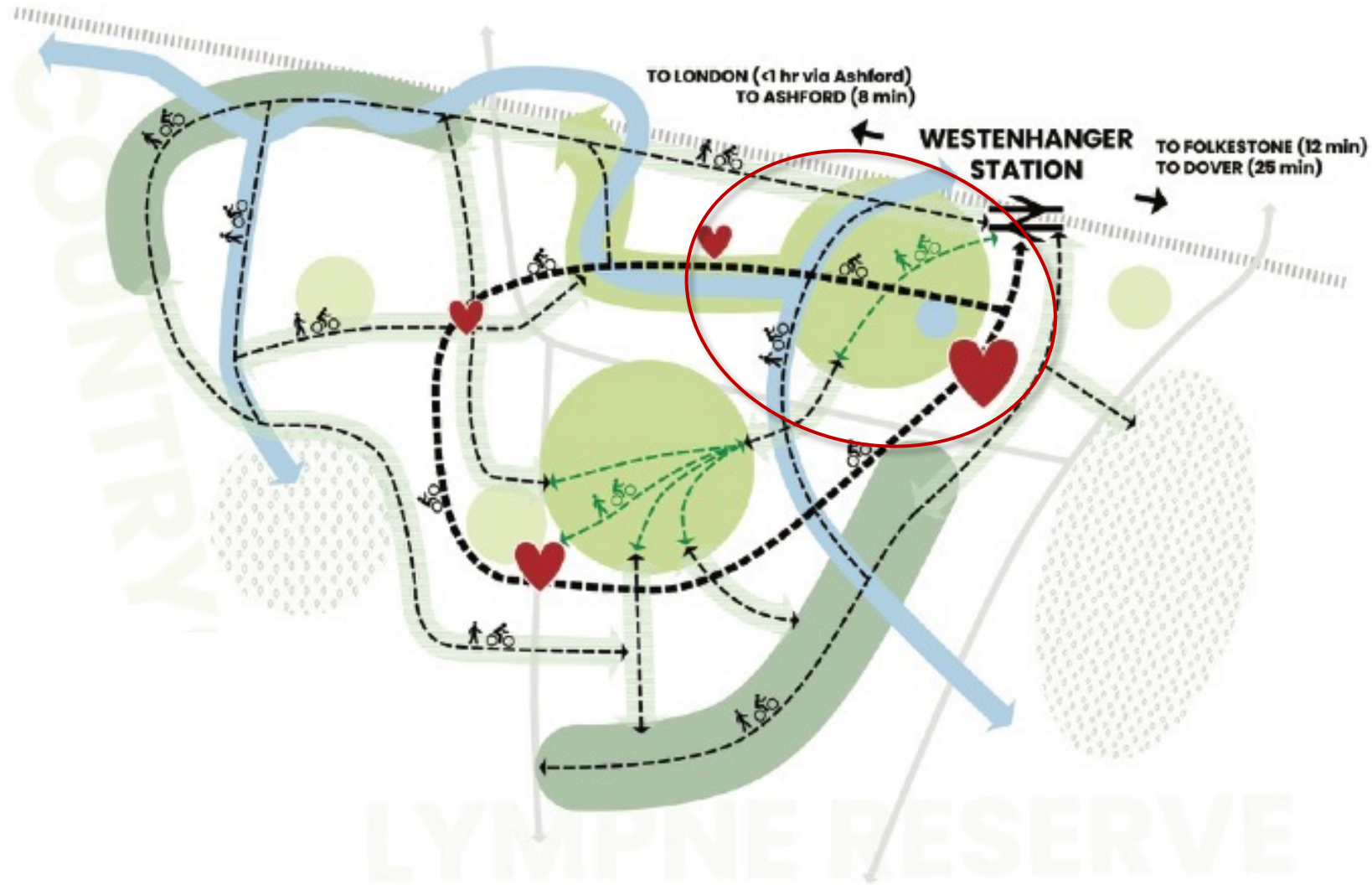
Creating a distinctive place

3 key themes
from the TCPA Garden
Village principles

9 core objectives
for Otterpool Park



Well-connected for healthy living



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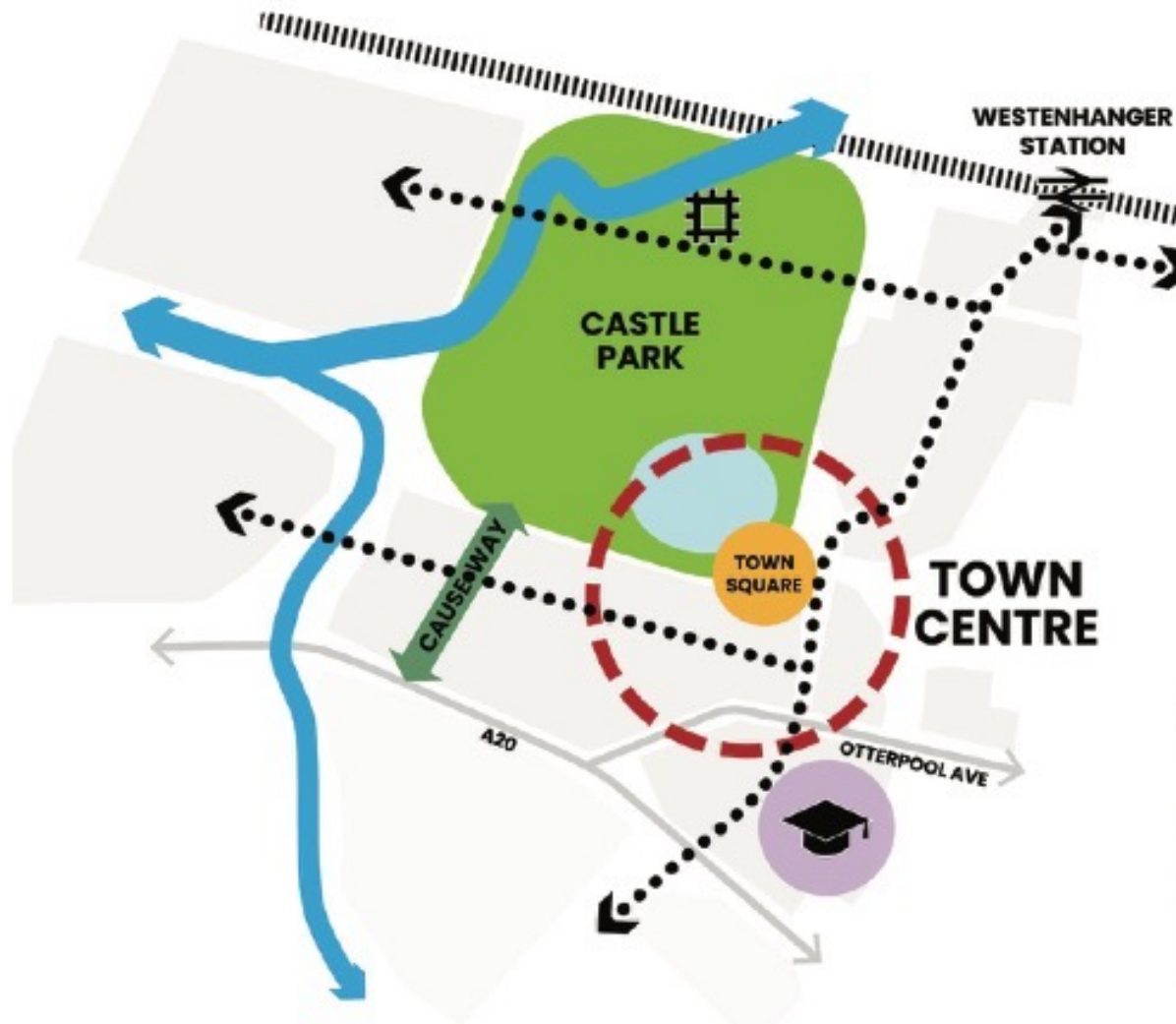
The Phase 1 Vision



- A high quality and distinct identity built around the site's history.
- Close relationship to landscape and water, making the most of its setting.
- Well connected to Westenhanger Station and the wider town.
- A mixed community build around culture, creativity and a strong identity.
- A place for working and living.



Town Centre concept diagram



A Town Centre that:

- Is the **civic and community focus** of the town.
- Is **convenient** - supporting the local community's everyday needs.
- Is a **mixed use environment** - providing a place to live and work.
- Is **highly accessible** via sustainable and active transport
- Is **not in competition** with other centres or aims to become a shopping or leisure destination.
- Is attractive for **creative businesses**.
- Successfully integrates **art, culture and creativity** in every aspect of its life.





The Framework Plan



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The Landscape Strategy



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Westenhanger Castle (SM6), SAM & Grade I listed, 13th C origins

-  Westenhanger Castle
-  Roman Villa
-  Barrow
-  Other heritage feature
-  1. The Causeway
-  2. Existing lake
-  3. Winner's Circle
-  4. Castle Barns
-  5. 16th Century Gardens
-  Pound House Track



Integrating Heritage



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Key

- — Outline of former deer park (154)
- ⋯⋯⋯ Line of historic causeway (149)
- — Former Pound House track (157)
- Former Tudor Garden (166)
- - - Historic medieval ponds (147, 148)
- Lake, evidence on historic maps from 1896
- Lake, developed in 1960s / 70s
- Former historic Orchard (161)

Existing site of former historic deer park associated with Westenhanger Castle, with 1896 plan overlayed and indicating key remaining heritage assets

Integrating Heritage



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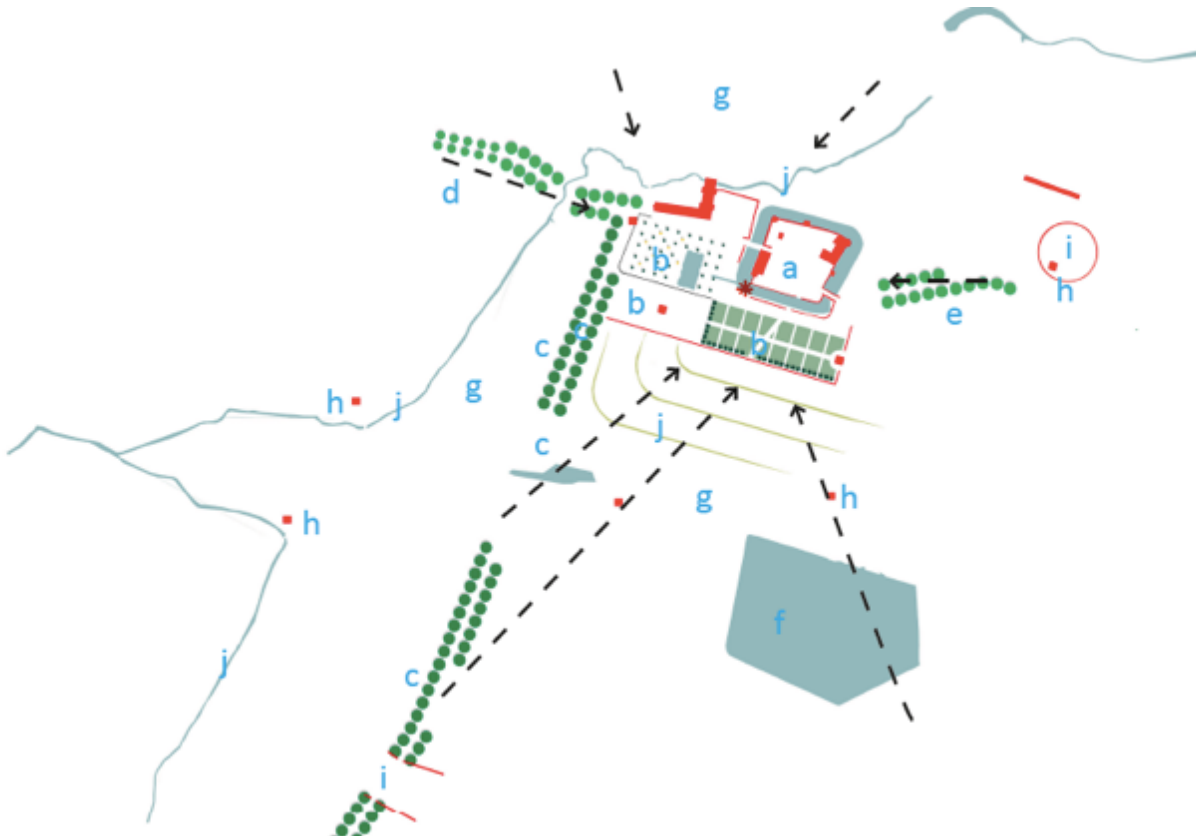


The Framework Plan



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The Castle Park



Celebrating and promoting Otterpool's heritage



Respecting and enhancing the unique landscape and ecology

The Castle Park

a. Movement / Access

A comprehensive path and open space network provides opportunities for exploring different areas of the park from the enclosed riverside to the open pastoral landscape, or through the wetland habitat zones. User can promenade, run, relax, exercise, walk the dog, learn, discover, play, hold events/festivals, etc



Bringing people together - movement



Bringing people together – recreation and activity



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The Castle Park



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Phase 1:

- 2 x Primary Schools (2FE with expansion to 3FE)
- Community and Library space
- Health Centre
- Leisure Centre
- Space for working
- Space for eating, drinking and socializing
- Space for shopping
- Homes for many
 - 22% of affordable homes
 - Family homes
 - Co-living
 - Intergenerational living
 - Self- and custom-built houses



Living and working in Otterpool Park



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Living and working in Otterpool Park



Living and working in Otterpool Park



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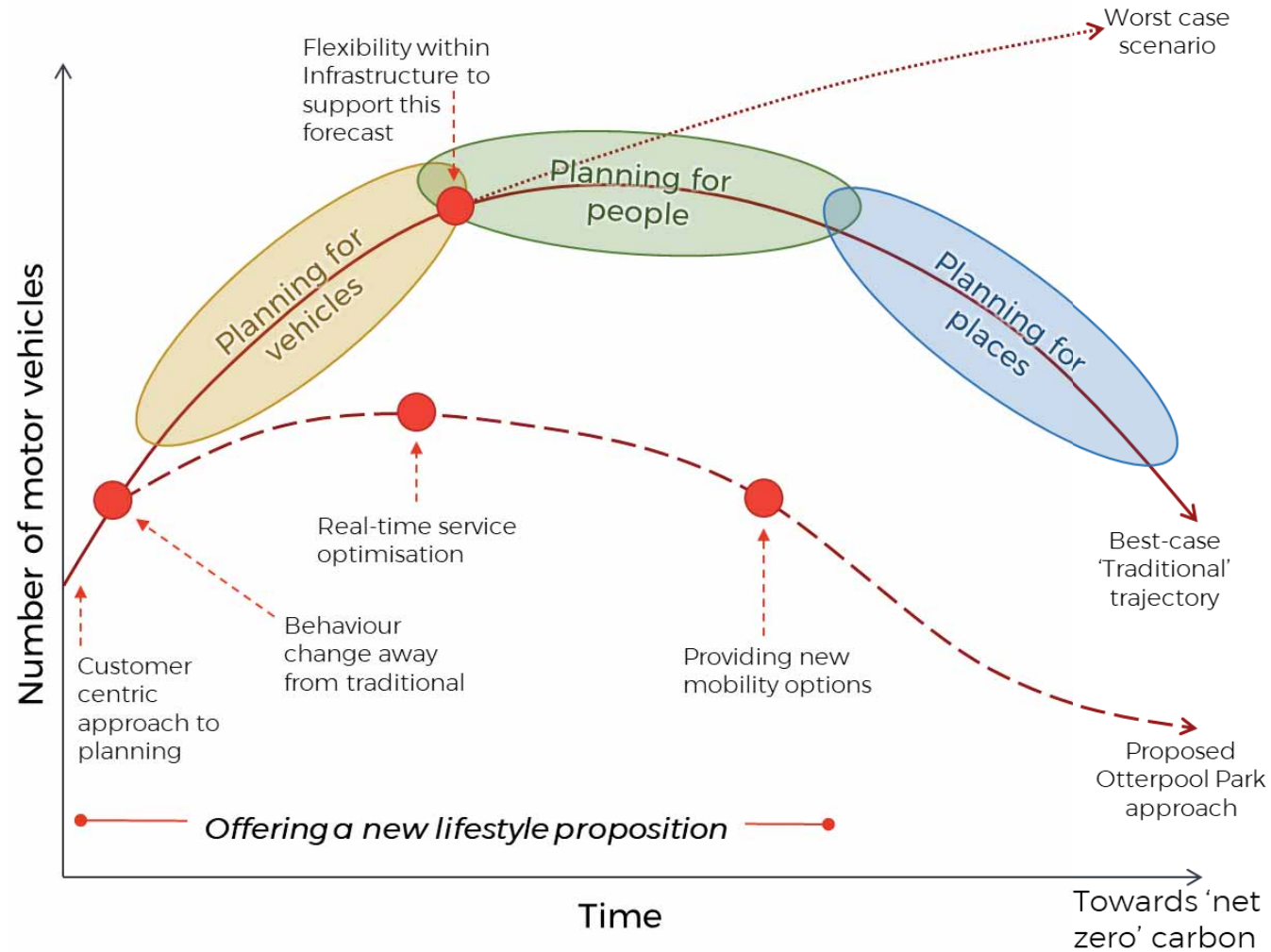
The Mobility Vision

The vision for Otterpool Park encompasses an all inclusive way of living, grounded in **net zero carbon principles**. In practice, this entails an **integrated** approach across housing design, placemaking, energy and transport strategies.

Inspired by the wider Otterpool Park vision, the emerging transport and mobility policy context and best-practice guidance, the Otterpool Park transport masterplan design will be guided by the following principles:

All mobility interventions must be guided by net zero carbon considerations	Smart infrastructure designed to ensure a dynamic, inclusive and efficient function	Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system.
New mobility services must be safe, sustainable, convenient and widely accessible to all, in support of low private car ownership	Street design that recognises the activities occurring at each location	Walking, cycling and active travel must remain the best options for short urban journeys.
Mobility that functions for all Otterpool Park users and accommodates their needs	Mobility hubs will be developed as a way of improving access to key services and underpinned sustainable freight movements	There must be tailored provision of mobility modes to support the street function





Mobility Vision - Planning for People and Places

Figure: Key On and Off Road Cycle Routes



Connectivity Throughout

All routes within the masterplan should be appropriate for cycles



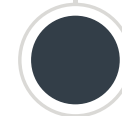
Urban Cycle Routes

Key internal routes providing connectivity between parcels and facilities



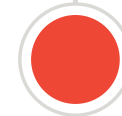
Green Routes

Routes with a more rural feel offering alternative connectivity and leisure opportunity



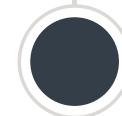
A20 Corridor

Connection to the wider network for users travelling outside of the masterplan



All User Types Considered

on initial vehicle flows it would be expected that all cycle routes on key links within the masterplan would have a form of segregation from vehicular and pedestrian traffic



Brompton bike hire



Pedal bike hire



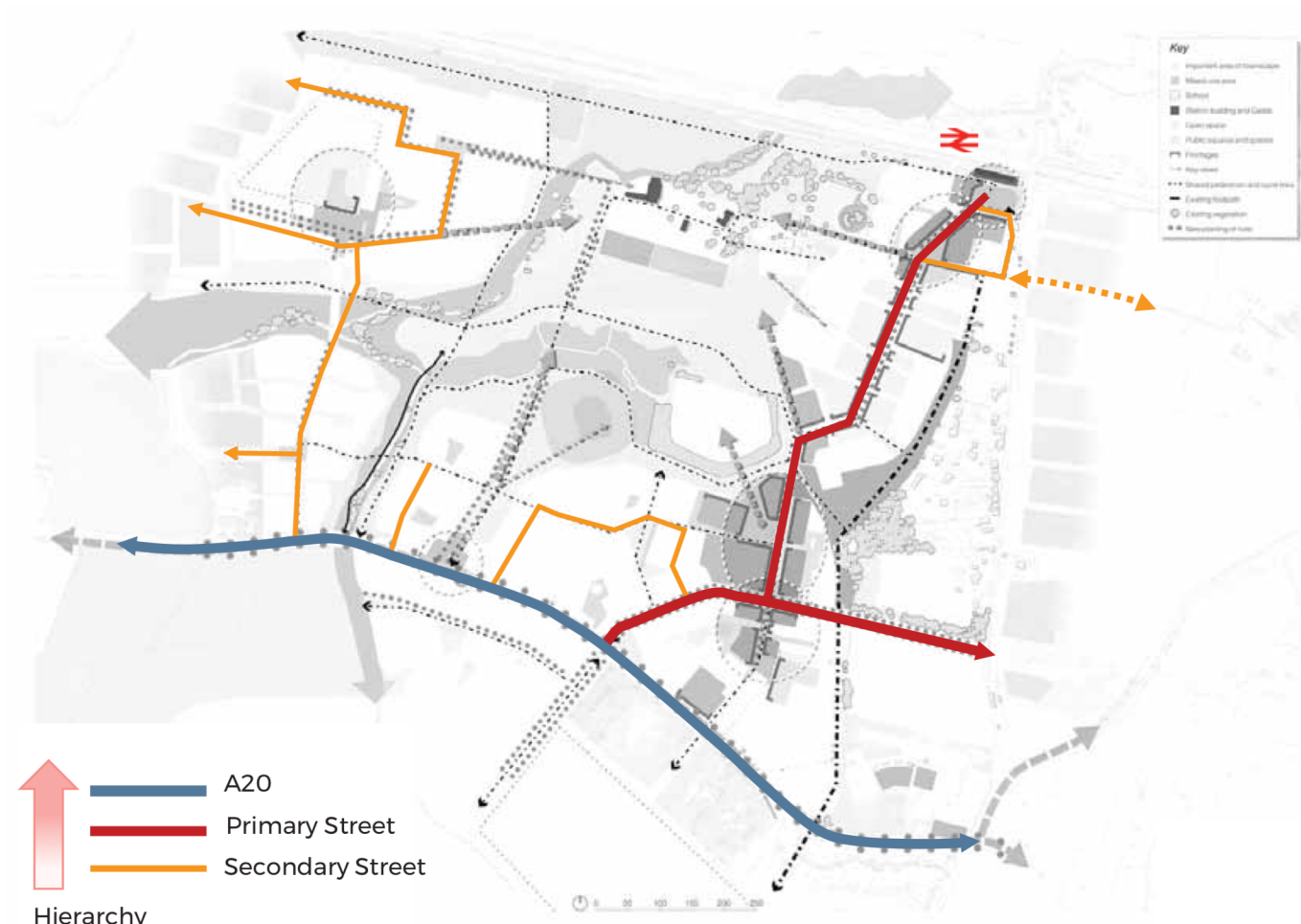
e-Bike hire



Cargo trike hire



Figure: Full Masterplan and Phase 1 Study Area



A20 Corridor

Key east west route offering connection to Phase 1 Parcels



Primary Streets

Routes offering connection to commercial high street areas and rail facilities



Secondary Streets

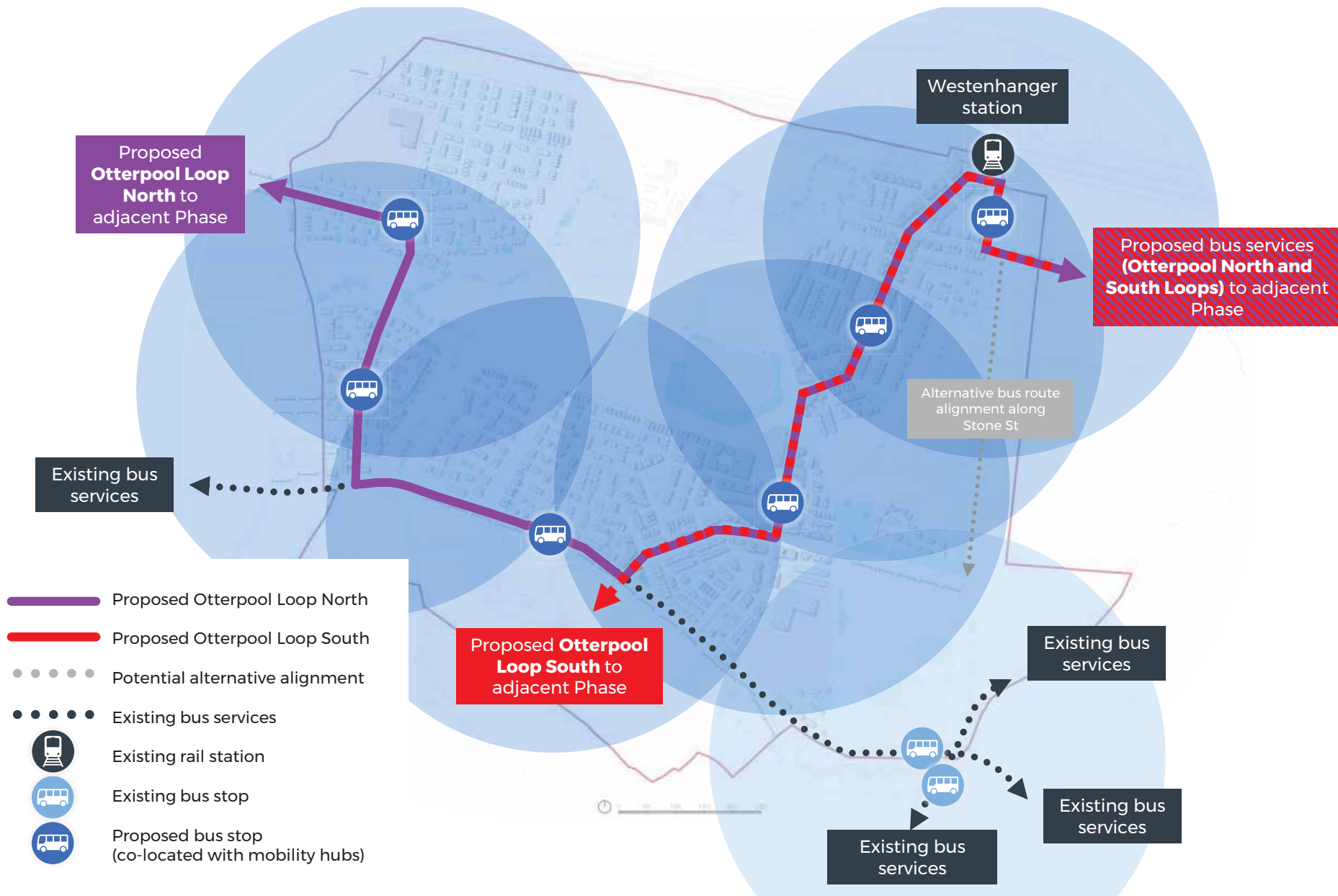
Routes providing local connectivity between development parcels



Tertiary Streets

Shared routes offering residential permeability within development parcels





- Proposed Otterpool Loop North
- Proposed Otterpool Loop South
- Potential alternative alignment
- Existing bus services
- Existing rail station
- Existing bus stop
- Proposed bus stop (co-located with mobility hubs)

Public transport

- Managing the car
- Relating parking level to accessibility
- Providing a variety of parking approaches
- A flexible approach to parking

Benchmarking
Review of parking standards for new and emerging garden town.



Evidence Base
Results and recommendations from the user centric survey.



Parking Approach
Approach and methodology for residential parking provision at Otterpool Park.



Parking Recommendations
Study findings and recommendations for residential parking ratios.



We propose a **three-tier** mobility hub strategy comprised of...

2 x Primary Hubs to support travel to and from the development connecting to the rail station and town centre

2 x Secondary Hubs to accommodate internal travel within the site connecting to the primary school and parks

3 x Community Hubs to serve local residents within their neighbourhoods



Mobility hubs are not *'one size fits all'* – tailor-made solutions need to be created for each location, considering **type of components**, **scale** and **levels of service**

Mobility Hubs will also include **non-mobility components** to serve the community more efficiently



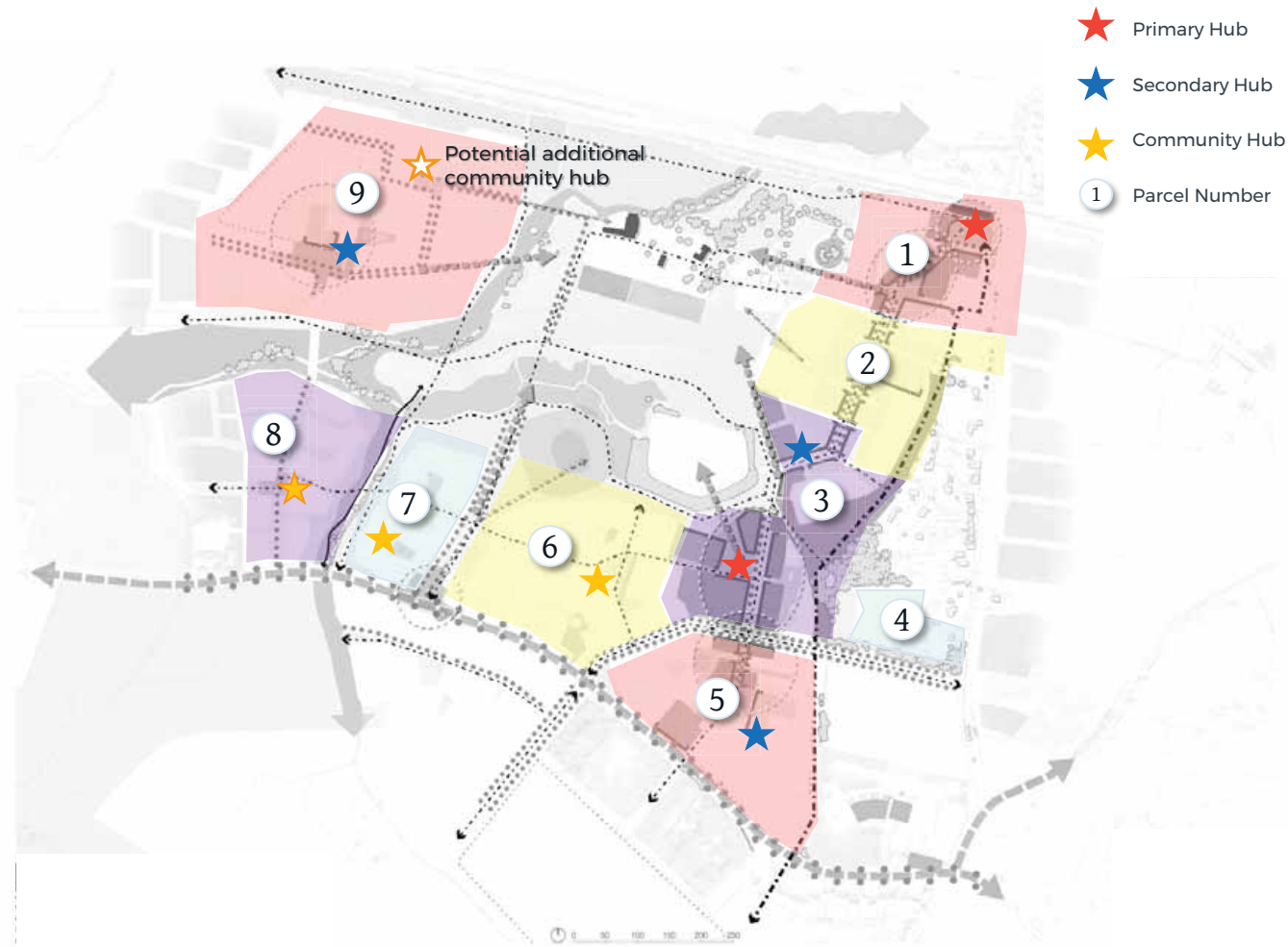
We undertook a survey of representative households to better understand the opportunity for mobility hubs and potential uptake...

Nearly **75%** of respondents are open to an **'all inclusive'** rental offer which could include mobility bundles

The most important factors when considering how to travel was **"value for money"** and **"time efficiency"** for all trip purposes

44% of respondents selected **"accurate and real-time information"** as the main reason for using a digital mobility application

- > **Primary Hubs** will support travel to and from the site, and will include the provision of car barns (consolidated parking), car club hire opportunities, public transport and demand-responsive transit stops. Additionally, there will be ancillary functions including parcel lockers, co-working space and gyms in adjacent land uses;
- > **Secondary Hubs**, accommodating internal functions, is proposed to include shared mobility hire opportunities, public transport and demand-responsive transit stops, as well as supporting wayfinding, cycle parking and seating facilities;
- > **Community Hubs** will serve local residents in the neighbourhood, providing access to first mile/last mile micromobility services, parcel lockers and Click & Collect points. These hubs can also facilitate community activities by including parklets / bookable event space and convenient retail in adjacent land uses.



Mobility Hubs



Hennef



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Queen Mother Square, Poundbury



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Peverell Avenue, approach to Queen Mother Square, Poundbury



Verstaankatu, Tempere

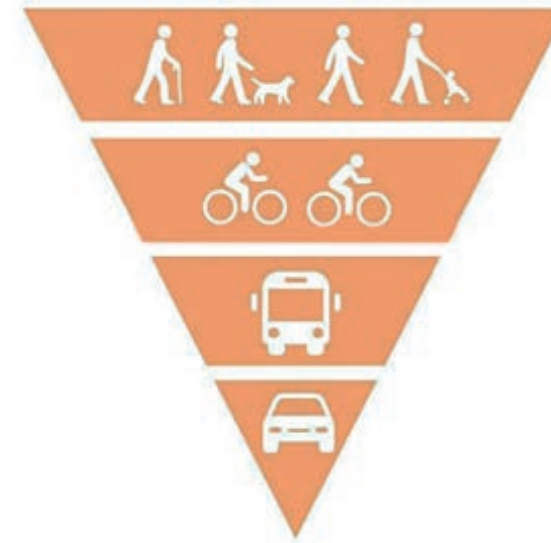


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Graz, Austria

- 20mph design speed to be agreed
- Emphasis on pedestrians, cyclists and place
- Discussions with KCC and other stakeholders ongoing
- Liaison with access groups and other stakeholders regarding inclusive design in due course
- Design for buses and mobility modes, keep cycle lanes continuous behind 'floating' bus stops
- Courtesy crossings design considered, allow for signals to be added later if required
- Enclose junctions with key building and landscape
- Materials and detailing



STREET TYPE
Greenway
Residential Mews and Homezone 20
Tertiary Street 20
Secondary Street 20
Primary Street 20
Strategic Street (A20) 30 & 20 <i>Some key crossing points</i>

Street and public realm design



Otterpool Park LLP

- Land Assembly
- Planning Permissions and other approvals
- Infrastructure delivery
- Land Sales

Programme

- Adoption of Local Plan 2021
- Outline Planning Permission 2022
- Reserved Matters Permissions 2022 +
- On site 2023
- Completion of first Homes 2024



Appendix 16

Otterpool Park

Phase one event follow-up survey questions

1. What would you like to see most in the town centre? (on a scale of one to five)
 - places to meet and socialise
 - Places to shop
 - Places to work
 - Places to eat and drink
 - Places to enjoy culture and events
 - Places for exercise, health and wellbeing
2. Please provide any comments on plans to focus community facilities / cafes / restaurants and shops around a town square.
3. Please provide any comments about our plans to create a mixed-use environment in the town centre, incorporating living and working.
4. Please provide any comments about our plans to focus employment space around the station.
5. Do you think the open space strategy provides an appropriate range of spaces and activities? If not, what would you like to see?
6. Westenhanger Castle Park - how important are:
 - a. Natural spaces
 - b. Play areas
 - c. Formal areas for sports
 - d. Informal areas for activities
 - e. Quiet areas for sitting
7. Please provide any additional comments you have about our plans for Westenhanger Castle Park.
8. Thinking about a town centre you might like to live in, work in or visit in the next 5-10 years, how would you prefer to get around (tick all that apply):
 - a. Car
 - b. Walk
 - c. E-bike
 - d. Pedal bike
 - e. Public transport
 - f. E-scooter
 - g. Scooter
9. Please provide any comments you have on travel choices at Otterpool Park.
10. In comparison to your travel habits before Covid-19, do you see yourself using public transport more or less in the future?
11. Please provide any comments regarding your future use of public transport.
12. Do you think that the town centre should be carless? Yes, no, unsure. Please provide your comments.
13. If you are a car owner, will your next car be:
 - a. electric,
 - b. plug-in hybrid,

- c. hybrid,
 - d. petrol or diesel,
 - e. not a car owner nor plan to purchase in the next 5-10 years.
 - f. Please provide your comments on choice of next car.
14. Do you feel that the mix of housing and their design principles and character are right?
15. What are your views on the location and design of the schools and other community buildings?
16. Thinking generally about plans for phase one, do have any further comments to make, including anything you particularly welcome or particular concerns?
17. From what you have seen and heard so far, would you consider (tick all that apply):
- a. Living
 - b. Working
 - c. Visiting
 - d. Using services at
 - e. Opening a business...at Otterpool Park?

Appendix 17



OTTERPOOL PARK

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Q&A - Phase one at Otterpool Park

The following questions were received during the recent phase one consultations held on 26 March 2021.

If you require this information in a different format please contact otterpoolpark@pillorybarn.co.uk

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Page 27	Nature and the environment

Housing

Why are all these homes needed in the first place?

The number of homes that need to be built in any area over a particular time is set out by the Government, based on housing need forecasts. After this point the local planning authority, in this case Folkestone & Hythe District Council works out how best to deliver the homes in the area through its local plan process.

Nationally and locally we simply haven't been building enough houses to meet need. Partly that need has been driven by the fact that people are living longer, and therefore houses are not being vacated as they once were. There are also a lot of small households living in bigger houses, which creates the need for more homes. The number of homes is intended to meet these supply issues.

What types of homes are you going to be building in phase one?

There will be a real mixture of homes in phase one to create a diverse, vibrant and active community around the town centre, and a lot of people within walking distance.

Homes will be of different sizes and types, from smaller flats to larger family homes. around the town centre there will be a higher percentage of flats and townhouses compared to other later phases of Otterpool Park.

What will the average house price be?

It is too early to be able give a specific figure, however our intention is to incorporate a choice of sizes, variety and prices of homes at Otterpool Park.

What is the price of the affordable homes, ballpark figure?

It is too early to be able give a specific figure, however our intention is to incorporate a choice of sizes and variety of affordable homes at Otterpool Park, and agreed with the council's housing team .

How many residential properties will there be in total?

Our plans are for 1,900 homes in the first phase, with allocation in our planning application of 8,500 over 30 years if approved, and the masterplan takes up to 10,000 homes into account.

Do you think developers will build cottage style houses for downsizers who do not want to live in an apartment?

Phase one will be more of an urban environment than later phases but other neighbourhoods in future phases will be more rural in character and will potentially include some bungalows.

Why is this development needed when Ashford is so close?

Folkestone & Hythe District Council is required to meet its own housing needs targets.

Otterpool Park is a sustainable location due to good transport connections (Westenhanger Castle and Junction 11 of the M20) – other areas within the district are constrained by flood plain and AONB.

If the project is intended to solve a housing shortage, then wouldn't it be more appropriate to build only one- and two-bedroom affordable properties as this is where the shortages are? Why? We don't need more four-bedroom homes, why only 22%?

We are working on defining the exact housing mix of phase one at the moment, but we expect it will contain a wide range of homes including smaller homes. In creating a town with a balanced community, homes need to be provided for people at every stage of life, so they can continue to live in the community if they chose to. If people move on to bigger or different homes this will free up the one and two bed homes for others.

We've conducted a local housing needs survey in the six parishes most local to Otterpool Park, but will also need to comply with various planning policies set out in the local plan that determines the range of sizes that we need to propose.

A housing strategy for the whole site is being prepared that looks at all housing need from the local needs assessment above to the needs of future key workers on site. The private sale unit mix will need to be informed by market analysis. 22% of the homes will be affordable, comprising a mixture of different types of affordable homes, including affordable rent, the intermediate rent products, as well as shared ownership.

Will there be a substantial amount of affordable housing and for council tenants, what types of homes? What does affordable mean for homes at Otterpool Park - what is affordable for one person is not for another a new homes often seem to be out of the price range of local people.

Sorry, the word "affordable" is a confusing one as what is affordable for one, is not affordable for another. I would like to see more Council/Housing Association Homes as I believe this a very strong local need. I see lots of homes being built, however they are often out of the price range of local people and the cost of private rent in the area is ludicrous. I'm hoping the

Otterpool Development will use this opportunity to provide homes for everyone.

Otterpool Park's purpose is to address what is the heart of the affordability issues, which is an under supply of housing. It's important to recognise that by simply building more houses, you start to help assist certain people with that affordability issue.

We're trying to plan for everybody, to create a mix of homes for everyone. As far as affordable homes, we're working within the council's planning policy. We will aim to provide a 22% proportion of affordable homes within our overall housing targets. Affordable homes will be offered to those on the council's waiting list.

Why only 22% affordable housing, given that the land is publicly owned, so there is less imperative for 'profit'?

The commitment to 22% affordable housing has been driven by data on local housing need and is included as a policy in the draft Core Strategy, which is currently going through public examination by the Planning Inspectorate . The net number of new affordable houses in the district will increase significantly over the project period over current figures.

It has been said that a pre-fabricated housing facility will be established on site, so that components can be produced on site as houses are built.....where will the employment sites be situated in these early stages?

Many housebuilders are increasingly interested in modular construction, but we will need to be reassured about the quality of the product before committing to this. A facility on site is a possibility but there are no plans as yet to pursue this.

The principle set out in Lord Matthew Taylor's original proposal for a series of Garden Settlements, was aimed at cutting out the national housebuilders.....how can we be reassured that the 'Land sales' referred to by Andy Jarrett will not include the likes of Taylor Wimpey, who will then ignore the 'design codes' (or at least amend them to suit themselves), and that we will end up with more of the same indifferent estate housing?

As Master Developer, Otterpool Park LLP will work with developers of all scales including volume house builders and smaller local builders. Innovation will be encouraged and house quality assured through design codes and contractual obligations put in place by the LLP.

How will developers be found to deliver the different tenures or property outlined today?

Otterpool Park LLP is speaking to a range of different developers and, as Master Developer, will be in control of contracts with all of them, including housing associations.

Will conditions of sale for developers require that all self-standing dwellings are sold freehold to avoid a repetition of recent scandals where developers sold houses as leasehold, leaving purchasers in very difficult situations?

We are aware of this issue and it is a situation we want to avoid. It is likely that houses will be sold freehold but flats are likely to be leasehold. The Government is developing policy on this issue that we will follow closely.

Do you envisage Serviced Self Build plots along the lines of Graven Hill and would these be on the outskirts in phase 2 or 3?

Yes, we intend to provide self and custom build plots in all phases of the development. We want to offer a range of opportunities and locations - making self-build achievable to more people.

We have met with the promoters of Graven Hill and also members of the Self Build Task Force and hope to learn from their experience. It is anticipated that between 5% and 10% of the homes at Otterpool Park will be self-build.

The CGI shows an alarming number of buildings of 4 or more storeys. Is this really necessary to achieve the density you are targeting?

The taller buildings will be clustered in a relatively small area of the site to provide a focus of activity and mark the town centre out distinctively but also to offer a variety of different types of homes.

Town centre and community facilities

Is there a post office?

It is too early to give a definitive answer but certainly a development of this scale would expect to have this community facility.

Is there a Supermarket planned?

Yes, there is – and it will be phased to grow over time according to how many residents are there.

What provision is there for places to meet like churches and other community groups?

Phase one will include community space and space for worship.

Does the leisure centre include a pool?

Yes, it does. There will also be an indoor sports hall and smaller studios for exercise classes.

There will be a whole range of indoor and outdoor sporting facilities. Outside, we are looking at the opportunity for us to provide open water swimming and there will be a cricket pitch as well as outdoor playing fields.

They say that retail is dead. How will you address getting shops and businesses to locate here?

The town centre will provide what people need for everyday - the supermarket and a mix of smaller businesses. The pandemic has meant people also want to shop locally for certain goods and favour independent businesses.

There will be a broad range of different activities that drive people and attract people into the town centre. It will not rely on retail, but have a cafe culture and restaurants, community services, hairdressers and spaces for working.

What makes FHDC think that this new town centre will be more successful than the existing failing and dying centre of Folkestone?

This town centre will not rely on retail and will be focused around everyday needs, community uses, leisure and employment. It is not intended to compete with Folkestone, Hythe or Ashford town centres.

There will be lessons to be learnt from existing town centres. For example, there is a lot of success around Folkestone as a vibrant and creative town attracting visitors – and in addition a place plan is currently being created for Folkestone Town Centre. Information on this can be found here:

<https://folkestone-hythe.gov.uk/folkestoneplaceplan>

Education

Will the new schools be built to coincide with first residents or will local schools have to accommodate them in the short term?

Will the new school/s be built to coincide with people moving into the new homes in 2024 or will existing schools need to take in increasing numbers of pupils?

Two primary schools are proposed as part of phase one, and we expect that the first school will be provided for the September after the first occupation of homes.

There will be provision for early years children, and we expect the nursery schools will be co-located with those primary schools.

The first secondary school will likely be triggered around the delivery of 2,000 – 3,000 homes (subject to monitoring). It is likely that secondary schools will open at year seven and fill up from there.

We're working with the local planning authority and Kent County Council to establish our education proposals to ensure the need for school places is met within the town.

What are the plans for provision of childcare?

Otterpool Park will cater for all ages of children. There will be nurseries associated with the primary schools as well as commercial facilities within the town centre.

Healthcare

Can you give any reassurance regarding health facilities? What will be provided at Otterpool? Can you guarantee that there will be a doctor surgery?

Yes, we can guarantee that there will be a GP surgery and we are in discussions with the CCGs (Clinical Commissioning Groups) to get clarity as to what will be required in terms of health services across the project.

Our commitment is that there will be services to provide for the population as it grows. We know health is an issue locally in existing settlements, and we want it to be something that works well from day one here.

William Harvey hospital cannot cope as it is without an ever-increasing population being added. How will this be addressed?

We are committed to providing health facilities on-site as early in phase one as is practicable to ensure we avoid putting pressure on existing facilities. Clinics can also be provided locally at Otterpool Park that would previously have meant a hospital visit.

What medical facilities will be provided to coincide with new residents moving in, given that the local hospital and surgeries are at full capacity?

We are committed to providing health facilities on-site as early in phase one as is practicable to ensure we avoid putting pressure on existing facilities.

Can you guarantee that there will be doctors surgery and not just if the NHS fund it. Also will the road from the M20 be made into a dual carriageway to allow for the extra traffic with the cost met by the developers not the local residents.

We can guarantee that there will be a doctors' surgery provided by Otterpool Park LLP and we are in discussions with the CCGs (Clinical Commissioning Groups).

Improvements are currently being designed to the A20 – which will be submitted as part of the resubmitted planning application, which the public will have the opportunity to comment on. These will be funded by the LLP.

Can you guarantee that there will be the doctors to service the health centre?? Kent already has a shortage.

This is role of CCG (Clinical Commissioning Groups), who we are in discussion with. The new medical school at Canterbury will help attract potential new GPs and medical students to the area.

We hope that Otterpool Park will be an appealing environment for healthcare staff to live and work in, including our provision of a wide variety of homes, including large detached family homes and affordable housing.

Transport

**Where will vehicle charging points be located?
Where are home charging points for cars?**

EV charging will be predominantly provided in car and mobility hubs that will also be an access point for shared services including car clubs. Hubs allow energy provision to be managed more efficiently. There will also be some on-street EV charging and home charging points.

Will there be any car-free elements to the scheme? What if people want to pop for a pint of milk in bad weather? How will we discourage them?

We are designing Otterpool Park as an accessible environment for everyone, that embraces innovation and enables and encourages active travel, including low car use environments.

The masterplan incorporates a network of pedestrian and cycle routes, which are car-free. The intention is that they connect up with main locations from the town square to the school, instantly providing a car free network. We are also looking at incorporating car-free elements near the station.

Otterpool Park will feature small lanes and streets designed for low vehicle speeds, which we know from other examples that pedestrians are quite happy to walk down the middle of the road, to generate another low car element.

Generally, the aim is that nobody is further away than a few minutes' walk from their pint of milk, but of course they can make the choice to use their vehicle if they need or choose to do so.

Will there be car-free elements to the scheme for example in any flats that are being planned?

Please refer to answer above. In addition, we will encourage developers who are innovative in creating low car environments. We value all feedback on this idea.

Will some of the homes have dedicated bicycle sheds attached to them?

Yes - bike storage will be included in the design code that developers must follow.

Will the high speed train stop at the station, it is my understanding that high speed has stated that they will not stop.

The aspiration is for high-speed services to stop at the station. The Kent Rail Strategy, approved by Kent County Council's Cabinet, highlights aspirations for multiple high speed and mainline services an hour.

Will the train service be able to cope with the expected increase in passengers?

There is a wider drive across Kent to increase the amount of train capacity – Kent County Council's Kent Rail Strategy sets out the strategy for the next 10 years. <https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/rail-policies-in-kent/kent-rail-strategy#:~:text=Our%20rail%20strategy%20sets%20out,freight%20to%20use%20rail%20services.>

Otterpool Park LLP is speaking to Network Rail, The Department for Transport and other partners about provision of services via Westenhanger station.

Are you planning to improve the facilities at Westenhanger station? Will there be a bus service and more parking available?

If westenhanger is upgraded how will the scheme accommodate an increase in users from surrounding towns and villages?

We're already in talks with Network Rail about how the station itself can be significantly enhanced and improved to accommodate additional future rail services. This includes incorporating a new station building and potentially new direct stopping high speed services on the HS one line.

Otterpool Park LLP has more control over what's happening around and outside the station building. It is an important gateway into the wider Otterpool Park development and we've already started designs for the Station Square and the whole arrival experience, looking at examples of this elsewhere in the UK such as in Cambridge.

The Station Square will be a public space, with shops and cafes. It will also be a transport interchange incorporating a mobility hub, so if you're walking or travelling there by bike you'll go straight to the door of the station. You'll be able to hire a bike from there and there will be blue badge parking spaces and traditional drop off facilities for cars and taxis as well. Bus services will be diverted up the high street from the A20, stopping at the station. Car parking will be provided slightly to one side of the station, with a two-minute walk to the station door. This parking will meet local need and address the current problems with illegal parking at Westenhanger.

What consideration has been given to the number of commuters from other local areas who use Westenhanger station and how the traffic and parking will be managed?

We recognise there will be some people in the wider area who use the station. Westenhanger station is not intended to be a parkway station and we want to discourage car use and the need for parking, although there will be some parking on site as noted above. We are encouraging use of more sustainable transport choices including buses, cycling and walking.

How are the residents of Lypne and other local areas going to access Westenhanger station which is currently used by many people?

Access to the station will be down the new station road, which will be designed to allow for drop offs. We are encouraging use of more sustainable transport choices including buses, cycling and walking, although there will be some parking on site. We will also be addressing the current issue with illegal parking at the station.

Can I hear more about bus services, what are the chances of having electric buses and will bus services serve the surrounding local villages.

There is a strategy for bus routing throughout Otterpool Park and delivering bus stops within a five-minute walk to all residents.

Discussions with bus operators have already involved how we can introduce either electric or hydrogen powered buses on those routes.

The way in which we use buses is also changing, and we know from talking to Kent County Council and Stagecoach, that in the future you won't necessarily have to go and wait at the bus stop for 20 minutes until the bus turns up. It's all done through an app on your phone – you will know when a bus is coming and sometimes it will even detour or deviate from its route to get to you.

We are really working towards incorporating this sort of technology at Otterpool Park, so that along with walking and cycling the bus becomes the first choice in terms of how you get around here.

Whilst walking and cycling are great strategies to have, people still need to have cars to travel further afield and shop. Many elderly and disabled people cannot walk far, and shopping on bikes is not practical (plus home delivery can be hit and miss on what you get!). Public transportation is expensive and slow (1h35 to Ashford from Folkestone on bus and 3h to Maidstone - train is very expensive but faster). It is disappointing that you favour discouraging cars rather than encouraging greener fuel sources. Is Otterpool a place for the young, fit and wealthy?

The strategy is to encourage walking and cycling, not to exclude cars completely and of course it is important to ensure accessibility for all. The transport strategy also recognises that people may still choose to use their car for some journeys.

Will bus and train be an integrated service?

Yes.

What is the chance of the Otterpool buses being electric ?

Electric buses are already successfully used elsewhere in the county – for example at Ebbsfleet Garden City – and we are discussing the potential of powering buses at Otterpool Park in this way. Technology is constantly changing and there may also be other new technologies we could incorporate over time, for example hydrogen fuel cell powered vehicles

Where will the proposed bus routes go to?

Please refer to slide 31 of our presentation:

<https://phaseone.otterpoolpark.org/app/uploads/2021/03/Otterpool-Park-phase-one-virtual-events-presentation.pdf>

Will there be public transport links to neighbouring villages such as Aldington?

We are actively working with Stagecoach to seek improvements to bus network services and frequency.

What is being done about keeping existing public footpaths open?

Existing footpaths will be retained and, in some places, enhanced. In addition, new foot and cycle connections will be created within Otterpool Park, that will connect to existing networks.

Have any impact assessments being made as to the effect on local roads?

Extensive traffic assessment and modelling work has been undertaken. As part of the outline planning application, that modelling has been updated more recently.

The modelling identifies the appropriate infrastructure and mitigation schemes that need to be put in place for a development of this scale.

The A20 is already gridlocked when operation stack is in progress. As it is a key access to the William Harvey Hospital, the Otterpool development will greatly exacerbate the difficulty the local community already faces in accessing essential services.

In circumstances where a local motorway is closed, the A20 would continue to act as the redirected route. Extensive transport assessment and modelling work has been undertaken and as part of our outline planning application, that modelling has been updated recently.

This is massively going to impact the Local Villages on already heavy road use, what are you going to do to reduce traffic affecting these villages especially when a motorway closure is in place?

In circumstances where a local motorway is closed, the A20 would continue to act as the redirected route. Extensive transport assessment and modelling work has been undertaken and as part of our outline planning application, that modelling has been updated recently.

You talk about the A20 corridor but there is a fundamental bottleneck with this at the railway bridges in Sellindge. What plans do you have to address this?

Our transport strategy encourages traffic to travel east to join the M20 at junction 11. That includes HGVs and other vehicles travelling from Link Park at Lympne.

Have you considered diverting the A20 through the new Otterpool Avenue?

Yes, we have - we considered this option but decided that splitting the traffic to encourage HGVs and larger vehicles to remain on the A20 would allow us to create a more pedestrian and cycle-friendly street.

How many metres of dedicated cycle lanes will there be which are not shared with cars?

The strategy is to keep cyclists segregated from vehicular traffic, and in some cases, pedestrians, particularly on busier trafficked roads such as the A20 and Otterpool Avenue in the high street.

In other areas, there may be less need to segregate cyclists on the local streets that have less traffic. Depending on the estimated demand and number of cyclists we may decide that a shared path is better.

Has consideration been given TOA light rail (trams) circuit?

Consideration has been given however it would not be viable for this scale of community. Buses are more flexible and enable wider links with existing communities.

Your philosophy is to encourage green space and outdoor activities, to that end are you planning to improve footpaths and foot crossings to the north to enable walking access to the North Downs and wider Countryside?

As well as providing a network of walking and cycling routes within the site it is also intended to provide a series of off-site routes, to improve access to the countryside and to nearby settlements. This will include proposals to increase access between Otterpool Park and the Kent Downs Area of Outstanding Natural Beauty.

General

What do you mean when you say self-contained?

Self-contained means as well as providing new homes it will provide facilities that will support the day to day needs of the community that will be created at Otterpool Park.

This includes new schools and healthcare, leisure facilities, shops, jobs, spaces for socialising, and this will help ensure that the new community Otterpool Park doesn't need to rely and put pressure on existing facilities elsewhere in the district.

Are you taking into account the huge number of developments that are already taking place in Ashford, Sellindge, Folkestone and Hythe?

Yes, we are very much aware of other developments that are coming forward in the district and taking those into account as we prepare our environmental and transport assessments. When it determines our application the local planning authority will need to be satisfied that cumulatively the effects of development are acceptable.

What are the advantages of a garden settlement over extending other towns?

If you try and imagine how you would add 10,000 homes to meet housing needs within this area, by extending for example Folkestone and Hythe, it would certainly cause problems. The towns are quite constrained meaning that land is not available to build in these quantities.

The advantages of a garden town are that we can plan all the facilities and services for a modern way of living, rather than try and retrofit an existing settlement. We can deliver facilities from day one, plan the infrastructure that is needed and we can ensure build quality here. There are all sorts of advantages that can be brought about which simply couldn't be delivered by extending other areas.

What will be the ongoing authority?

It is the intention that public buildings will be owned and managed by a new community stewardship body.

What is the planned assumed population for phase one?

At the moment, the plans are for 1,900 homes in phase one, equating to around 4,500 people.

Can you confirm when the first phase is likely to start and when it's likely to finish?

If we were to get planning permission early next year, we would hope to be on site in 2023, with the first houses being ready for occupation the following year 2024.

We often hear about stakeholders having an input into the consultation process of building a new town. The only ones that we seem to hear about are the ones that plan to make a profit out of it. The most important stakeholder of them all is the local resident. Where are those voices? In a number of polls, support for a new town was less than 3% across the area. Where is there mention of all the demonstrations that have taken place

showing residents opprobrium against an unwanted town within a rural setting?

All planning applications must evidence consultation with stakeholders and the local community as part of the planning process. All comments are taken into consideration – those raising objections are not excluded from this analysis.

The outline planning application for Otterpool Park (submitted in February 2019) received 165 responses (as of 11 July 2019).

DCLG Criteria for a new town was to have local support - there is none, albeit 3% as stated. It also states that new towns should not be dormitory towns. It would appear that that is not the case, emphasising main transport links to London. There should also be a local housing need. The town is over and above the local plan. Will there be migration into the area, possibly from London or overseas?

The garden community is part of the Council's strategy to address local needs based on local housing needs assessment - this is a longer-term plan that goes beyond the Local Plan period.

Within Folkestone & Hythe District Council's Full Council there was unanimous support for the decision to apply for Garden Town status, plus support from other organisations.

While there is significant local housing need that will be met at Otterpool Park, naturally there will be migration in and out of any area over time, and the district is an appealing location owing to its connectivity and coastline, amongst many other factors. Creating a vibrant, diverse community is important and attracting people of working age will positively impact the local economy.

Isn't this soi-disant consultation a case of the cart before the horse. We still have to hear back from the Inspector on adopting the Local Plan and also the Planning Application for Otterpool. I would suggest that this is just another box ticking exercise by FHDC to help the application along the way.

The phase one work will be submitted in support of the outline planning application and it will help the Council to test the planning application and help people get a better understanding of the proposals for the town centre which will form the heart of the town.

The advertising literature advertises that the new town will be close to the coast and beaches. How do you marry that with being 'self-contained' and not having an impact on local roads?

All day-to-day needs of local residents and employees will be met with facilities within the town. Extensive transport modelling has been undertaken to assess the growth in travel in the district as a result of Otterpool Park and ensure that this is managed and mitigated. The full transport assessment can be viewed as part of the outline planning application

<https://www.folkestone-hythe.gov.uk/otterpoolpark/planningapplication>

Once the green infrastructure has been established, can we make progress on planting early, so that the landscape will mature as the project progresses later (2023/4). Involving children in planting now, will secure their involvement with the landscape in later years....

Yes, we plan to invest in advanced planting to allow the landscape to mature. Your suggestion about involving children is also noted, thank you.

Can we monitor the effects of development on clean air, and make this an exemplar of a research and monitoring strategy?

An air quality assessment has taken place as part of the outline planning application which has provided baseline assessment, this suggestion is of value and noted, thank you.

The planning application was submitted by Cozumel and FHDC, has a new application been made as both are now defunct and LLP is taking Planning Application forward?

The name on the planning application has now been amended.

In Nov 2015 Mr Jarrett made it clear in emails that the land was to be developed for housing. So if the Council knew it was to develop the land before it bought the Champney land, why didn't it have a consultation at the "formative" stage?

The land was bought with a long-term view in mind but due to the Government Garden Communities programme plans were enacted more quickly than originally intended. A public consultation exercise followed which informed the preparation of the planning application.

What are the 3 key lessons you've learnt from previous new town developments, such as Milton Keynes? ... and the effect on surrounding villages?

Our highly experienced LLP delivery team and consultants working on the project are aware of the many lessons that can be learned from new town developments.

The Council are members of the Town and Country Planning Association and the Garden Communities Forum where research and lessons from around the country are shared across a range of different topics, including employment, health provision, long-term stewardship of green spaces and other assets.

Can you expand on what support you will offer to individuals and groups of people who will be devastated by the intrusion of all the extra people living in an area they valued for its beauty and accessibility to natural countryside? In addition, people will be devastated by additional traffic, litter, etc. and the increased population inevitably spilling over into their treasured mature communities? Equally the devastation around access to the seafront which will be curtailed by the additional population?

We are talking to each of the parishes about the impact on their communities and how they can benefit from new development, including ensuring the identity of their villages can be protected through measures such as green spaces and buffering. Otterpool Park will offer these communities enhanced access to facilities within walking distance from their homes.

We are fortunate in the district to have over 26 miles of coastline – the intention is that the increase in population will have a positive impact on businesses in Folkestone and Hythe who thrive on their seaside destination – and provide a sustainable income from local residents as well as visitors.

How are you working with the bordering parishes?

We have regular meetings with the six parishes that are most affected by the project. We have a good working relationship with them and we have met with them regularly from the outset of the project to listen to views and make necessary changes to our plans. These discussions do not prejudice their ability to object to the planning application through the formal process if they so choose.

In all of this presentation I've heard precious little about how any of the proposal respects existing neighbouring or adjoining communities, or involves them, or even how you think they will benefit from any of this. Far too much 'look at me I'm so beautiful' in all of this. So how do you respond to that?

We are talking to each of the parishes about how their communities can benefit from new development and to ensure that the identity of their villages can be protected through measures such as green spaces and buffering. Otterpool Park will offer these communities enhanced access to facilities within walking distance from their homes.

What assurances can you give that Sellindge will not be subsumed into the new town following these initial phases?

Sellindge has its own community; keeping its identity is important and Otterpool Park will be kept separated. We have incorporated a buffer at Barrow Hill to help differentiate the communities.

What plans are there to curb light and noise pollution?

Assessments of light and noise pollution have been made as part of the outline planning application. We are working within Ashford Borough Council's Dark Skies policy that exists, covering the west of the town, that sets out standards that we need to be adhered to.

How do local people get onto the lists for social housing allocation?

Information on this and how to apply for social or affordable housing can be found on the Folkestone & Hythe District Council website <https://folkestone-hythe.gov.uk/housing/kent-homechoice>

Otterpool is in addition to Folkestone so the problems of making Folkestone a more sustainable place will still exist. There is a risk that Otterpool will replace Folkestone and the existing town will just be abandoned to sink into further decline. what will be done to share the benefits with the existing communities in the district?

Otterpool Park will not compete with or replace Folkestone. The Otterpool Park town centre will not rely on retail and will be focused around everyday needs, community uses, leisure and employment.

The intention is that the increase in population will have a positive impact on Folkestone and Hythe, providing a sustainable income from local residents as well as visitors. Income to the council generated by Otterpool Park can be reinvested in Folkestone town centre and elsewhere in the district, so the benefits can be more widespread.

There is a lot of success around Folkestone as a vibrant and creative town attracting visitors – and in addition a place plan is currently being created for Folkestone Town Centre to plan future investment. Information on this can be found here: <https://folkestone-hythe.gov.uk/folkestoneplaceplan>

How will the plans reach the zero-carbon objective?

Please can you confirm that the houses will be carbon neutral?

What efforts are being made to ensure that the houses will be built in accord with sustainable principles?

The question of sustainability and how we address it is one of the most significant questions we face. At Otterpool Park our general approach is to look at sustainable environmental, economic and social measures in a holistic way rather than focusing on any one element.

We have already fixed certain sustainability targets for Otterpool Park; we've committed to a standard of 50% green space, which also exceeds most standards for new towns.

20% biodiversity gain across the site is another important target for us and exceeds the current Government target. Our ecologists are satisfied that that is achievable through retaining and managing important habitats, and also creating new habitats.

More recently, we've been dealing with concerns raised by Natural England around nutrient neutrality of the water that will be discharged into the river Stour. We can now commit to neutral impact of this owing to an on-site treatment works and a sustainable urban drainage system.

Our ambition is to ensure that that people use their cars less, by investing in more sustainable ways of getting around - walking, cycling and public transport.

In the early stages of Otterpool Park we also set ourselves a target of not permitting gas to be used in any of the new homes.

We are currently undertaking an extensive piece of work to understand what's possible and what's not in terms of carbon zero goals, working toward the council's own policy of achieving zero carbon by 2030 and taking into consideration Government targets.

Whilst the street view pictures show summer and sunshine, the UK isn't always like that, how do you plan to keep it alive and vibrant in the winter months?

We have incorporated activities and facilities that can be accessed in all seasons – nature trails, play areas and indoor activities such as the new leisure centre.

We are also all more used to living an outdoor lifestyle owing to the pandemic and businesses such as cafes are more set up for outdoor dining, so we hope to be able to provide a vibrant community year-round.

There is very little provision of private gardens. The greenery is provided by communal areas. Who maintains these and who will pay?

Phase one at Otterpool Park is more urban in nature and other phases will be lower density of housing with larger gardens. Communal areas of greenery will be maintained by a new stewardship body.

Why is it called Otterpool Park?

'Otterpool' is taken from a historic name within the site. Otterpool Manor and Upper Otterpool are existing listed buildings within the area.

History shows that such briefings sound great and have a positive ethos, drive and philosophy. However, over a project duration of 30 years how do you plan to ensure you maintain that ethos, drive and philosophy over such a long-time span?

As the project's Master Developer, Otterpool Park LLP has been set up with a long-term role to ensure the vision is delivered.

With the flexibility provided on development options how will you maintain look, feel and continuity of development over time?

As Master Developer, Otterpool Park LLP is responsible for controlling the quality of all development. Design codes for each phase at Otterpool Park will set out all rules of the design that developers must follow.

It's not at all clear what the extent of phase 1 actually is. What does it contain?

Phase one centres around a new town centre and castle park. It will include 1,900 homes including affordable homes, family homes, self- and custom-build homes and intergenerational living. There will be two primary schools, a health centre, leisure centre and community / library space. In addition, there will be workspaces, space for shopping, eating, drinking and socialising.

Can you be a bit more specific of just which garden town principles you are subscribing to in this?

The Garden City Principles have driven our masterplan and delivery of Otterpool Park at many levels. It has been designed with sustainability and longevity at its core and will be a place for everyone with a wide range of home types, tenures, activities and landscapes.

The Garden City Principles we have been working to are:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.

- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

Can you share your infrastructure plan and timescale?

We are working on a detailed infrastructure plan for phase one now and this will be shared in due course.

Hundreds of comments were submitted in response to the outline planning application. When do we see a response to those?

We are currently working on revisions to the planning application in response to all the comments received and a summary of the responses will be included when this material is submitted to the planning authority.

Heritage

I'm pleased to see a heritage focus with other excellent examples being the exceptionally rare hammer beam roofing in the barn and of course, the Roman villa. Will there be a museum? And will the villa be publicly viewable or buried, never to be seen again?

We are exploring how heritage can be protected, interpreted and presented on the site. there are no plans for a stand alone museum at this stage, but we're looking conservation solutions for the barns and ways it might be used by the local community going forward. The barns might offer an opportunity for an exhibition and interpretation space, or it might be that the new visitor centre that we're considering within Westenhanger Castle Park takes that function.

The Roman Villa is an interesting technical challenge. The archaeology will remain buried and protected as green space in the short term, but there is the option for the site to be excavated in future. Long-term management solutions would need to be put in place for its protection. We are exploring these scenarios as part of our heritage strategy, making sure that all of the technical challenges around proper preservation of that significant archaeology are fully understood.

How does the design of the park respect its history?

Heritage is a key part of our design strategy for the park, with lots of elements featured.

This includes reinstating the original causeway access to the castle; the reimagining of a 16th century walled garden, and recreating a historic watercourse. We will be retaining the winner's circle on the racecourse and introducing a number of follies based on the racecourse watch towers. New pocket parks will celebrate the racecourse history of the site.

There will be interpretation and information boards for users who walk around the site so that they can learn about the history of the site.

What facilities will there be at the new castle park?

Westenhanger Castle Park will be a new accessible public park with lots of connectivity through it.

People will be able to explore different landscape areas around the park and do all the usual things that the people do in parks like walking, running, sitting, relaxing, picnicking, and so on.

Specific elements include three play areas, a cricket pitch and pavilion. There will be water features, a walled garden, community orchards and the castle itself.

Where will visitors to the castle park from outside Otterpool Park park their cars?

There will be parking at the station and in small parking areas around the park; in due course parking will be provided to the west of the castle. We will encourage use of sustainable transport to access the park including public transport, walking and cycling. Provision will be made for blue badge holders.

I'm pleased to see a heritage focus, with other excellent examples being the exceptionally rare hammerbeam roof in the barn and of course the Roman villa. At the previous public engagement, I asked where the museum was going and got a sheepish look and was told there isn't one. Has this been

rectified? And will the villa remain publicly viewable (possibly with a covered building like Roman Painted House in Dover) or buried never to be seen again?

There are no decisions yet about a museum but there is capacity for archaeological finds to be displayed in public buildings including the castle. The villa will remain protected as public open space and the heritage strategy will set out options for future interpretation and excavation.

How can we engender trust in the establishment that the value of the heritage assets will be protected in the future, given their track record with other Ancient monuments in their ownership?

Heritage is an important part of our plans for Otterpool Park and our approach to protecting and preserving heritage assets will be set out in the heritage strategy. The purchase of Westenhanger Castle by Folkestone & Hythe District Council is one example of protecting the long-term future of heritage assets on site and phase one sets out some other examples of the work we wish to achieve – for example improving the setting of the castle with the new Castle Park.

This will be submitted with revisions to our outline planning application, with the opportunity for the public to comment.

What are the anticipated entrance charges for Westenhanger Castle? And how does this celebration of the castle fit in with the self-contained aspect of the development and not making it a "destination"?

Work on the future use of the castle has begun as part of our heritage strategy. There are no plans at this point in time to charge entrance fees to the castle or for the castle to become tourist attraction - in the short term it is leased to an events company for weddings and other events.

The barns have great potential to be brought back into use for use by the community. Further feasibility work on the future use of the castle and barns is planned as part of the heritage strategy.

Utilities

In relation to connectivity, will it be a condition of sale for developers that they must provide fibre optic broadband to every dwelling?

Yes, developers will need to be able to commit to this.

Has any thought been put to the possibility of having only electricity and no gas supplies to the development? After all, we should not be building in a reliance on fossil fuels?

That's something that we took a quite an early decision on when we decided that we wouldn't allow any houses to be built that and be dependent on gas.

Will you be using solar and wind generation for sustainable electricity?

Solar panels will be an important part of the energy strategy for the town as a whole and more detail on this will follow. There are no plans for wind generation.

How will you manage water supply to Otterpool Park, when this area has the designation of having water scarcity status?

Water will be supplied by Affinity Water, brought in via reinforced works from Paddlesworth, which is to the north of Folkestone.

Affinity Water has guaranteed that they can meet that supply for the whole town.

More information can be found here:

<https://www.otterpoolpark.org/app/uploads/2019/11/Otterpool-Park-Ensuring-sustainable-water-supply-for-the-future.pdf>

The East Stour River floods regularly, how will the optimal development manage runoff and not cause more flooding downstream?

We understand the difficulties further downstream and we're absolutely certain that we can avoid making that any worse.

We've done a lot of design work on the whole water and drainage strategy within the Otterpool Park catchment.

We've agreed to a standard which means that we will not do anything to allow more water to be discharged from our site at any point in time. That's done through a sustainable urban drainage (SUDS) scheme where water is all held and redistributed in different ways. We have been working with the Environment Agency and Kent County Council to ensure plans are robust.

The East Stour River floods regularly. The Otterpool development will accelerate runoff into the river and cause more flooding downstream.

Otterpool Park has been designed to avoid any additional run off into the river Stour through a sustainable urban drainage (SUDS) scheme.

How are you dealing with the Stour nutrients issue?

The issue affects East Kent as a whole. As far as the Otterpool Park site is concerned, because of our scale, we're able to deal with it for our own purposes by constructing an on-site wastewater treatment works.

The water will be treated through this engineering process, and then it will go down to the level where natural reedbeds treat it further. We have an operator who can deliver it and Natural England are satisfied that that approach will work here to the required standard.

This area has the designation of having WATER SCARCITY STATUS. The population of the Stour region, as set out by Affinity Water is 160,000 or thereabouts. The proposed increase in the population will have a detrimental effect on Groundwater resource, which cannot be denied. If the population increase is allowed to go ahead, this decade will see the onset of a desalination plant somewhere along our coastline. This has been documented in Hansard (July 2006). How can this be squared against the current government's policy of all development to have an environmental gain?

Water will be supplied by Affinity Water, brought in via reinforced works from Paddlesworth, which is to the north of Folkestone.

Affinity Water has guaranteed that they can meet that supply.

We are not aware of any proposals for a desalination plant.

As Kent is known to be drier than countries in the middle east where will water be sourced from.

This is the responsibility of Affinity Water, who have guaranteed they can meet supply.

Paddlesworth is only 13 megalitres, and is literally a transfer pool, from groundwater sources. The pipeline of 11Km has not been accounted for in the £30m Utilities budget. Jarrett knows this. He is being economical with the truth.

Funding the pipeline is the responsibility of Affinity Water. The connections within the site have been included in the LLP utilities budget.

How do you intend to provide 8,500 new homes with sustainable water supply when Affinity Water have stated that they can only provide potable water to 1,000 of the proposed homes at Otterpool Park? Is Council leader Mr Monk's suggestion of a desalination plant still on the table?

Water will be supplied by Affinity Water, brought in via reinforced works from Paddlesworth, which is to the north of Folkestone.

Affinity Water has guaranteed that they can meet that supply for the whole town. The first 1500 homes can be provided with water using the existing infrastructure, with the improvements noted above planned to meet the needs for the rest of the town.

We are not aware of any proposals for a desalination plant.

You haven't mentioned the problem at Stodmarsh? And what about the Southern Water plans to build a desalination plant?

This is an issue that Natural England raised with us through the planning process and our initial intention was to pump wastewater to Sellindge treatment works to be processed by Southern Water.

This option was not viable and the solution that we presented to the inspectors at the examination in public is to construct a new on site treatment works which will treat the nutrients and phosphates and then they'll be allowed to run into what will be 25 hectares of newly created reedbeds on our site. Natural England has confirmed this is a satisfactory solution.

We are not aware of any proposals for a desalination plant.

Please explain how the term 'sustainability' squares with Southern Water building a desalination plant, similar to the Beckton unit in London.

We are not aware of any proposals for a desalination plant.

Where will the wastewater treatment works be located?

The exact location is to be determined but it will be in the north-west of the site.

If the project is genuine in its aim to deliver housing in 'the most sustainable way possible' are you then considering distributed energy networks eg combined heat and power?

An assessment of the provision of a combined heat and power network at Otterpool Park was carried out as part of the process of developing the outline planning application. This concluded that such a scheme would not be viable, and as such would undermine the delivery of other sustainability objectives. The situation will however be kept under review.

The study can be found in the energy strategy within the planning application. <https://www.folkestone-hythe.gov.uk/article/244/Otterpool-Park-planning-application>.

Solar panels on every home to charge vehicles with green energy?

Solar panels will be an important part of the energy strategy for the town as a whole and should be achievable on most houses where orientation allows. More detail on this will follow.

Nature

What ecological surveys have been undertaken and what biodiversity has been found? Eg Bats, Otter, Shrews, Voles etc?

A full range of ecological surveys have been undertaken that set out a range of different species and their habitat, which can be viewed as part of the planning application. Further surveys are underway to update the original work where necessary. A range of methods will be put in place – protecting habitats, buffering habitats and creating new habitats including wetlands, ponds and areas of tree planting. We have set a target to increase biodiversity across the site by 20%.

What's the green infrastructure has been established? Can we make progress on planting early, so that landscape will mature as the project progresses later.

That's very much our intention. We are working on detailed plans at the moment to set out our advanced planting strategy.

The town is surrounded by the AONB. How are you mitigating and overcoming pressures on the ecosystem?

A lot of work has gone into assessing and minimising the impact on the ecosystem and we have set a target for biodiversity net gain of 20% across the site through protection, mitigation and introduction of new habitats. Creating new green spaces will offer alternative locations for walking to avoid putting additional pressure on the AONB routes.

What considerations are being made in light of the Kent Downs AONB, likely to becoming a UNESCO World heritage site in the near future?

I refer to the AONB unit's new project.

The setting of the AONB and the views to and from it have always been formative in the design of the masterplan. Strategic planting will help to mitigate and enhance views.

Tree lined avenues and green hedge lines are only of value if they are native and support biodiversity. Explain why evergreen low biodiversity value shrubbery is being advertised as a positive living 'Garden' town? Why is every blade of roadside grass cut to withering 20mm? How is provision for pollinators being threaded through this humanised estate (garden- town)? KCC pollinator plan??

We have set a target to increase biodiversity across the site by 20%. As a garden town that is designed to have 50% green space, our comprehensive landscape strategy will contain measures to be undertaken, including specifying native plants and trees.

How do you ensure you have control over the developers once you sign land over? They surely have their own agenda and their own profit aspirations and this 'vision' for Otterpool means nothing on paper and all these visions are diluted. The model may be attempting to balance people, landscape, ecology and climate but can you confirm that developers have to work to this across phase 1 development AND across future phases where it is recognised that developer increase housing densities and do not complete ecological mitigation. Confirm?

Yes – the role of Otterpool Park LLP as Master Developer is to set standards and strategies including ecological mitigation that developers will have to conform to over the long term. Our long-term stewardship strategy will have responsibility for owning and managing all strategic open space and habitats.

Appendix 18

Survey Submissions

id	1. What would you like to see most in the town centre? Places to meet and socialise	1. What would you like to see most in the town centre? places-to-shop	1. What would you like to see most in the town centre? places-to-work	1. What would you like to see most in the town centre? places-to-eat and drink	1. What would you like to see most in the town centre? places-to-enjoy culutre and events	1. What would you like to see most in the town centre? places-for-exercise, health and wellbeing	2. Comments about plans to focus community facilities / cafes / restaurants and shops around a town square	3. Please provide any comments about our plans to create a mixed-use environment in the town centre, incorporating working and living.	4. Please provide any comments about our plans to focus employment space around the station	5. Do you think the open space strategy provides an appropriate range of spaces and activities	5. Do you think the open space strategy provides an appropriate range of spaces and activities? If not what would you like to see?	6. Westenhanger Castle Park - how important are 1. Natural spaces. 2. Play areas 3. Formal areas for sports. 4. Informal areas for activities. 5. Quiet areas for seating and walking
1614	2	2	4	2	2	2	This is the way most towns operate		It is unnecessary to do this. The change in focus to "work from home " has changed the dynamics here. People will not travel to small offices, they will have larger meetings, conferences or work from home	maybe		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Formal areas for sports, such as cricket or football. 3. Play areas. 4. Quiet areas for seating and walking. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1610	4	5	4	4	5	3	This is fine but no cars, access should be pedestrianised and via bikes with public transport hubs near-by.	no problem provided its localised and does not involve corporates, no money should be flowing outside the community, it needs to stay there to enable the community to grow under its own steam and control its future	entirely logical provided although its located around the station its not got an abundance of car parks, it should be there to provide easy access for outside commuters to get to work, not promote car use into their places of work	no	nowhere near enough cycle lanes and access to nearby local amenities in other towns, Hythe etc.	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.

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1604	4	4	4	2	5	4	<p>This sounds interesting. I would have liked to have seen an elongated High Street as seen in Marlborough, where there is a multi-purpose space in the middle. This is a rather wide road with traffic going one way on either side and with parking on the left. The centre 'island' is in fact a car park with cars parking diagonally, but this access is closed on market day when stalls are installed there and also during seasonal periods when there is a fun fair / Christmas market etc. The split in the road is further extended into another zone by an attractive town hall, though such a feature could naturally facilitate the split and flow of traffic. The width of the road allows for three or four-storey buildings either side without dominating the high street. It is immensely important that sufficient nearby parking is provided for access to shops and community facilities. This is necessary for the elderly and disabled. Furthermore, it is far more practical for those shopping to be able to put heavy bags and unwieldy boxes in the car, rather than</p>	<p>Shops are important. FHDC are already allowing the desecration of Folkestone Town Centre with too much residential and too little parking. The result is an unsightly car park around the Town Hall at night. This needs to be avoided with proper planning. As mentioned, you could have a wide high street and build maybe 3-5 storeys, thus put some office and residential space above shops. I think zoning in walking distance (e.g. office zone, residential zone) isn't a bad thing, though.</p>	<p>This is ludicrous. That is a tiny road. Unless you're going to desecrate the area by drastically altering it (which I guess you are), it won't work. It is clearly an attempt to make people want to commute to work in WESTENHANGER (it is NOT Otterpool and please stop trying to alter history and eradicate an entire village). That won't work, as public transport is EXCEPTIONALLY poor and expensive. There is only one train an hour in either direction. There is only one bus an hour in either direction - the Folkestone bus takes an hour and the Ashford bus takes 1 hour 10 minutes. The train takes 10 minutes from Folkestone and is £4.50 off-peak return or £5.10 peak. The bus, meanwhile, is a whopping £7.30 return - despite taking six times as long!</p>	maybe	<p>There is so much to take on board, there was nothing really memorable about the open space strategy in the presentation. Walking and cycling trails are good, but there should be something that actually goes somewhere, such as utilising the old Elham Valley Railway Line, or what's still accessible of it, to create a route to Canterbury. So a link-up to the Royal Saxon Way / Elham Valley Way would be good. I would like to see heritage trails. Of course, cycling from Folkestone to WESTENHANGER is not very safe. I would hope there would be sufficient sporting facilities. As this was supposed to be a garden town, I would want to see plenty of green space, fields, decent-sized gardens and allotments. It should really be a market town, with a market area selling locally-grown produce.</p>	<p>1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.</p>
1602	4	3	4	4	2	5	<p>Should be environmental responsible with plenty of open space</p>		Spaces to leave cycles	maybe		<p>1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.</p>

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1601	3	3	1	4	4	5	They should be designed in a way to reflect a traditional community as much as possible. No glaring brand name signage like was the case along high streets in the past decades. Sustainability should be promoted, encouraging local produce sales and reusable packaging when shopping. The town square should reflect the history of the land in statues/interpretation/signage. There should be well maintained public toilets and provision for cycling.	Every accommodation should be made to encourage people to walk/cycle to work from their house should be made, to ensure the town square area is as pedestrianised and as car free as possible.	There is currently a bridge over the area of the station but perhaps more commuting can be facilitated by creating some more pedestrian/cycle crossing over the railway further down the line at strategic locations?	maybe	I just want to ensure habitat is created for our red listed breeding birds in highest decline. These would be turtle doves and nightingales and they require scrubby areas at least 7m thick for breeding. Any areas of wetland needs to be big enough and take on board the science to allow wading and wetlands birds to use the space undisturbed from dog walkers. Disturbance to birds and breeding birds by dogs is a major concern and need to be taken account of. For example in the ponds at my housing estate we have come to an agreement with the management not to allow access around the back of the ponds so that waterfowl have a quiet space in which they can breed. Everyone like to see baby ducks/swans so this is a win win	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1597	4	3	2	5	3	4	Plans look very positive and well thought out. Yes people may state they prefer these development but in reality a focal point allows for clear boundaries of home and facilities. I also believe the development is relatively well connected so feel this supports the the town square idea.	Yes I understand that this is certainly the modern way and will increase further based on most sound predictions -I'm bit sure how many will be working within the town. Myself and my family would like to enjoy the modern feel to the place and home will be important, personally we will be working outside of the Town. However coworking space could be an advantage	Yes again believe this makes sense for the development and backed up by how well connected this is. I believe a focal point is a positive design aspect.	yes	Yes absolutely. We live in Folkestone and although we do have access to open space fairly quickly, with small children, we would love for more options and variety	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 3. Formal areas for sports, such as cricket or football. 4. Play areas. 5. Quiet areas for seating and walking.
1595	5	5	4	5	5	5	Need to screen present hamlet of Westenhanger, be environmentally sympathetic and encourage existent wildlife	Needs to provide organic farm shops, promote small business and artisan shops	Cheap parking charges, electric car charging and artisan cafes. Good security both day and night.	yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Play areas. 5. Formal areas for sports, such as cricket or football.

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1594	5	2	5	4	5	5	Cafes & meeting places sound lovely but, if shops are going to be included then they should be small independants otherwise they will bring litter and kids hanging around as is the case in Hawkinge.	It depends on the types of work. If it's office space and small independent shops with living space above then this will encourage families.	Employment space is going to be very important but does need the correct infrastructure to support.	yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1593	1	5	3	4	4	5				maybe		1. Quiet areas for seating and walking. 2. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 3. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1591	5	2	5	5	3	3				yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.
1590	5	3	4	4	4	4	I wish you all the best with this. It may be that in the future having places to meet will become more important than having the sorts of high street shops we are used to. It would be good however if food shops were located in the square as this would reduce the amount of driving people would have to do in order to obtain essentials. It would be good to have a place for outdoor concerts and theatre, maybe in the town square?	A god idea. Workplaces would support any existing food outlets.	Excellent, this would reduce car use.	yes		1. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 2. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 3. Play areas. 4. Quiet areas for seating and walking. 5. Formal areas for sports, such as cricket or football.

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1589	3	3	5	2	5	4				no		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Formal areas for sports, such as cricket or football. 3. Play areas. 4. Quiet areas for seating and walking. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1588	5	5	5	5	5	5	More community-led place-making should be encouraged			yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1587	4	2	4	4	2	4				maybe		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Formal areas for sports, such as cricket or football. 5. Play areas.
1585	4	4	4	4	4	5	_Wants to be a free open space which is kept clean and well policed, does not want to have a reputation for an alcohol free or all on a Friday and Saturday night, a Sunday Market is important and spiritually need a place to worship for the main religions. It's good if the main source for public transport so electric buses and taxis plentiful destinations for Station and the main towns around, Ashford, Hythe Folkestone etc.	Perfect that what ti wants to be remembering there will be a lot of home working now and people like to get out and have a cafe society where they can meet friends and colleagues.	Perfect but keep in mind may will be home working and hot desk in in offices, be great to get some high grade professional services companies there as quick to get any where from there.	yes		1. Quiet areas for seating and walking. 2. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 3. Play areas. 4. Formal areas for sports, such as cricket or football. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.

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1582	4	5	3	4	4	3	Allow local restaurateurs etc to have priority access to these facilities. No big chains like McDonalds and Starbucks. I'd be more likely to use locally run cafes/restaurants as I can't eat anything in the large franchised chains due to dietary restrictions and so wouldn't use them.	Makes use of the space better. It works in Milton Keynes, e.g. starter/small family homes on the same roads as the shopping district.	Will there be more trains stopping at the station. Once an hour may not be enough for commuters.	yes		1. Play areas. 2. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 3. Formal areas for sports, such as cricket or football. 4. Quiet areas for seating and walking. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1581	5	5	2	3	2	1	As a non car driver, I have always lived near City Centres and managed. There is a limit to how many cafes or restaurants myself and friends can visit due to low incomes now, so these have become less essential. We look at a walk into town, bumping into friends and chatting, as part of our socialising for the day.	This sounds like going back to the 50s type of Town Centre when there were no shopping centres - hopefully small independents will prosper in this new thinking. Mixed use environment is too vague a term to comment on. What ages do you intend to mix in together? What type of work?	No comment	maybe	As I believe the public will need even more green space than we already have, I hate to see more of the county of Kent disappearing under housing. It will be interesting to see if this whole scheme has to be reconsidered due to the obvious dramatic effects the pandemic will have had on jobs, and the health and welfare of the people ALREADY living in this district.	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.
1580	4	3	3	3	4	5				yes		1. Play areas. 2. Formal areas for sports, such as cricket or football. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Quiet areas for seating and walking. 5. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands.
1579	4	3	3	3	4	5				yes		1. Play areas. 2. Formal areas for sports, such as cricket or football. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Quiet areas for seating and walking. 5. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands.

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1578	3	3	5	3	3	3				maybe		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 3. Quiet areas for seating and walking. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1577	5	5	5	5	5	5				yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1571	5	4	1	4	3	4				yes		1. Play areas. 2. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 3. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 4. Formal areas for sports, such as cricket or football. 5. Quiet areas for seating and walking.
1568	5	5	4	5	4	3	It makes sense for everything to be close to each other - reduces the need for cars. However there will need to be sufficient parking as people will still drive to/from the town square while walking between facilities. Doesn't matter how good the public transport/walking routes are, there will still be a significant number of people who choose to drive - it's quicker and often cheaper.	Flexible working space would be useful considering many companies are choosing to close their offices following the pandemic. These companies would be likely to hire "hot desks" or small offices maybe once a week or so, so staff can meet in person occasionally and have face to face meetings.	This makes sense as it could reduce car travel - however there are still significant numbers of people who will choose to drive regardless of how close the station is, as driving is often quicker, cheaper and easier than getting the train.	maybe	I'm not much of an outdoorsy person so don't really have a strong opinion on this aspect	1. Quiet areas for seating and walking. 2. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.

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1567	4	5	4	5	3	5			Now that a number of businesses are moving out of major hubs this would be an opportunity to have flexible office space that companies could use for meetings or hot desking.	maybe	Adult exercise equipment	1. Quiet areas for seating and walking. 2. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 3. Play areas. 4. Formal areas for sports, such as cricket or football. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1566	4	4	4	4	1	2				maybe		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Play areas. 5. Formal areas for sports, such as cricket or football.

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1562	5	1	1	1	1	5	WE DO NOT WANT THIS MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!!	WE DO NOT WANT THIS MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!!	WE DO NOT WANT THIS MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!!	no	WE DO NOT WANT THIS MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!!	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Formal areas for sports, such as cricket or football. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1560	5	5	5	5	2	3				no	With all new build estates, parking is always an issue, and this site has planned to have less parking. This is a concern to me as a local resident.	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Play areas. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Quiet areas for seating and walking. 5. Formal areas for sports, such as cricket or football.

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1559	5	5	5	5	5	5	As long as anti social gatherings are prevented be nice	Good idea.	Will there be catering there too for workers and commuters?	yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Play areas. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Quiet areas for seating and walking. 5. Formal areas for sports, such as cricket or football.
1558	3	1	5	1	4	4			Where are 2-3000 jobs going to come from? Can the locality support this? Will the local villages and towns be able to copewith the additional traffic? Will local schools be able to manage the fact that quite probably they will be expected to take extra children at short notice only for them the be removed to Otterpool school when it is built? will the local secondary schools be able to cope likewise?	maybe	More houses with gardens for safe supervised play	1. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 2. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 3. Play areas. 4. Quiet areas for seating and walking. 5. Formal areas for sports, such as cricket or football.
1556	1	1	1	1	1	1	Not needed. Not wanted . Prefer farmland & the racecourse to be used for fairs, exhibitions, shoes etc.	Not wanted . Mot needed . Also worry about crime, youth congregation & disruption. Light , noise , vehicle pollution.	Not needed. Not wanted. As there is also no guarantee that the high speed train is stopping the station will remain provincial, under used & just a pass through. Also light, noise , vehicle pollution.	no	No development wanted or needed. Farmland should remain	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Formal areas for sports, such as cricket or football. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Quiet areas for seating and walking. 5. Play areas.
1555	3	1	1	1	4	5	I think more places for wildlife the most important	no want more wildlife habit	leave it alone	yes	open space for wildlife	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Play areas. 5. Formal areas for sports, such as cricket or football.

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1554	4	1	1	3	3	5	Nearby Folkestone and Ashford town centres are becomong ghost-town like with the mass disappearance of large high street names. I love the independent business areas, such the Old High Street and the Harbour Arm, so I would love to see a new centre focussed around offering new, independent businesses opportunities with an avoidance of supermarket, discount & charity shops. Sympathy should also be given to the environment, with lots of green, bio diverse spaces for wildlife and people to enjoy	I actually think that COVID has focussed businesses on flexible working. For some, this is simply not possible, but I very much doubt that businesses who have reduced office space (& therefore overheads) in favour of home working will return.		maybe	Green, bio diverse spaces. Multi use sports & play areas. More thought given to the traffic and healthcare implications of this development!!!	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Play areas. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Formal areas for sports, such as cricket or football. 5. Quiet areas for seating and walking.
1552	5	3	3	5	5	3	Local stores and cafes etc not chains please			maybe	Would love to see support for young adults and teenagers	1. Play areas. 2. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Quiet areas for seating and walking. 5. Formal areas for sports, such as cricket or football.
1551	3	5	4	4	3	2				maybe		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1550	3	4	4	4	3	3	Where are these low paid workers going to come from to support these business wether it is around a town square or otherwise	What work (apart from shops, bars and restaurants) is planned? These people are going to be commuting to London or working from home		no		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 3. Play areas. 4. Quiet areas for seating and walking. 5. Formal areas for sports, such as cricket or football.

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1549	1	1	1	1	1	1	What about the strain on the local A&E? I suffer with leukemia and have just undergone a stem cell transplant which means I have to attend A&E regularly. I have to be seen within half an hour otherwise I may die of an infection. With additional added pressure from this number of houses and the constant threat that the William Harvey is likely to have no A&E eventually, queries like this need to be taken into account.		I work from home. I don't have any interest in lugging my entire business around for a change of scenery. Not everyone works from a laptop	maybe		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Play areas. 3. Quiet areas for seating and walking. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.
1547	1	1	1	1	1	1	Not interested. This is an unwanted and unnecessary eyesore.	Not interested. This is an unwanted and unnecessary eyesore.	Not interested. This is an unwanted and unnecessary eyesore.	no	Not interested. This is an unwanted and unnecessary eyesore.	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Formal areas for sports, such as cricket or football. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1546	5	5	4	5	4	4				yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Formal areas for sports, such as cricket or football. 5. Play areas.
1545	4	5	5	4	4	5	Good plan	It will need a proper road and access egress infrastructure - which you do not yet have	What station - Westenhangar at the moment is a commuter station and you have no plans for proper work and associated facilities infrastructure	no	There are no medical or school facilities and no adequate ransport or parking facilities - as you have repeatedly been told.	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Formal areas for sports, such as cricket or football. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.

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1544	5	4	1	5	5	5				maybe		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Play areas. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Quiet areas for seating and walking. 5. Formal areas for sports, such as cricket or football.
1543	3	4	3	3	1	1	I think it would be great to have a centre focal point where there is a community feel.	I believe both to be very important as with the increase in housing will bring a requirement for additional jobs.	This would be beneficial to allow for public transport to be used for travel to work however it may then mean the jobs are filled by people from outside the immediate area.	yes		1. Play areas. 2. Formal areas for sports, such as cricket or football. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 5. Quiet areas for seating and walking.
1542	5	2	5	5	5	3	Community areas are important, and so opening opportunities for locals to work within the area would make it more attractive		Very important, opportunities to work locally will encourage families and professionals to come to the area	maybe	More areas for community groups	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.
1541	3	4	2	4	3	3			..	yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 3. Formal areas for sports, such as cricket or football. 4. Play areas. 5. Quiet areas for seating and walking.
1540	4	4	2	3	4	5				no	Needs more	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Formal areas for sports, such as cricket or football. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Quiet areas for seating and walking.

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1539	4	4	2	3	4	5				no	Needs more	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Formal areas for sports, such as cricket or football. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Quiet areas for seating and walking.
1538	5	2	3	2	2	5	Please include a worship / religious space, even just one shared space varying churches can use/rent	Will be important for only a few, most people do not like to live in a town centre especially if it is noisy		maybe	Walking and running areas essential plus an outdoor gym to promote healthy living	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.
1537	3	2	4	2	2	3				maybe		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Play areas. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Quiet areas for seating and walking. 5. Formal areas for sports, such as cricket or football.
1536	3	2	4	3	2	5	This is a nice idea if the end result is similar to those in northern France, Belgium etc but not if it follows the Ashford model	This seems to be the norm.		maybe		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1535	5	3	5	5	4	4	Not major chain cafes but small local businesses of people living in the development. A variety of restaurants and essential shops would be fantastic. no need for betting shops!		This would be great if it can be possible!	yes	Yes but people need guidance i.e. structures and equipment to use	1. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 2. Formal areas for sports, such as cricket or football. 3. Quiet areas for seating and walking. 4. Play areas. 5. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands.

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1533	4	2	3	4	2	4				yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Formal areas for sports, such as cricket or football. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1532	3	3	1	3	3	3		Don't see the point of incorporating work and living need to focus on better garden sizes and spacing out houses	Not a huge importance need to keep this plan more rural	maybe	Really would like it to be less houses to provide a more useable area of open spaces	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Formal areas for sports, such as cricket or football. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1509	3	3	2	4	4	5	Make it affordable	Make sure nature is put first	Make jobs available for everyone not just experience or grades	yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Play areas. 3. Formal areas for sports, such as cricket or football. 4. Quiet areas for seating and walking. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1504	5	5	5	5	5	5	I like the idea of this. We need available parking, some parking for EVs ONLY to encourage low emission vehicles, excellent bus routes and cycle paths all helping benefit this main square as a place to go and spend time in like many European towns	Mixed used is very good in my eyes, it means there's less chance of an area having "dead times" in which nobody is in that area, creating pockets of crime		yes		1. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 2. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 3. Play areas. 4. Quiet areas for seating and walking. 5. Formal areas for sports, such as cricket or football.
1503	4	4	1	4	4	4				maybe		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Play areas. 3. Quiet areas for seating and walking. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.

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1502	5	4	2	5	4	5	Excellent. Vibrant central, planned towns	No concerns	Very sensible. Station upgrade must be a priority	yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Formal areas for sports, such as cricket or football. 5. Play areas.
1501	4	2	5	3	4	3	Sounds good	I don't think that you're creating enough jobs, 200 to 10,000 houses is going to increase unemployment. Not everyone is going to be able to get a job where they can affordably commute to work in London or surrounding areas unless this town is only catering to the rich.	Any employment space is good, however there should be more jobs being generated if you're building that amount of homes	yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1500	5	5	5	5	5	5				yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Formal areas for sports, such as cricket or football. 3. Play areas. 4. Quiet areas for seating and walking. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1499	5	5	5	5	5	5				yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Formal areas for sports, such as cricket or football. 3. Play areas. 4. Quiet areas for seating and walking. 5. Informal areas for activities, kite-flying, running and active play, gym trails, boule.
1498	4	4	5	4	3	5				yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Formal areas for sports, such as cricket or football.

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1494	5	5	5	5	5	5				yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Formal areas for sports, such as cricket or football. 3. Play areas. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Quiet areas for seating and walking.
1493	5	5	4	5	4	5				yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 3. Formal areas for sports, such as cricket or football. 4. Play areas. 5. Quiet areas for seating and walking.
1492	5	3	4	4	4	5	I think this sounds great. I worry about the pull factor for people to travel to the area for leisure creating issues with car parking and number of vehicles on the roads.	Sounds good. It would be great to have to opportunity for local people to set up co-housing projects in the new town.	Mainly positive, although it will mean that any new jobs are more desirable for people travelling into the area, so of less benefit to local people.	yes	I might have missed it on the plan, but it would be great to have an outdoor swimming area.	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 3. Quiet areas for seating and walking. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1491	4	3	4	3	3	3	This needs to be properly planned using the space carefully. This must be a special development, a genuine garden town. Greed must not come first.	Fully support this concept. It is inevitable that Otterpool will be partially a commuter town for London, but it also needs a heart which must include mixed facilities.	I suppose it makes sense but why not spread it around. People may want to drive or use buses to get to work so bear that in mind.	yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Play areas. 3. Formal areas for sports, such as cricket or football. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Quiet areas for seating and walking.
1485	4	4	4	3	4	4				no		1. Play areas. 2. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 3. Formal areas for sports, such as cricket or football. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Quiet areas for seating and walking.

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1484	4	4	4	3	4	4				no		1. Play areas. 2. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 3. Formal areas for sports, such as cricket or football. 4. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 5. Quiet areas for seating and walking.
1483	5	5	4	5	4	3				yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 3. Quiet areas for seating and walking. 4. Play areas. 5. Formal areas for sports, such as cricket or football.
1469	4	2	1	3	4	5	I agree this provides a core for the town, but there should also be space for outdoor activities / exercise and greenery.	I agree that there should be the greatest flexibility built in - there is no foreseeable call for large office buildings that assume communting to work (whatever distance) will be the expected model. Communications - physical or technological - are critical.	This sounds like the creation of an area within the town which goes to sleep at night - and therefore creates an area that is potentially not inviting. Prefer to see the small workunits mixed in with other uses of the space.	maybe	Need to see more detail	1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Play areas. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Quiet areas for seating and walking. 5. Formal areas for sports, such as cricket or football.

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1468	5	5	5	3	5	5	I think this is a good idea but plans should take into account and also encourage awareness and travel to the other areas so the Otterpool development doesn't work to the detriment of other local areas and their Town Centre plans. So ideas and thoughts should be encouraged as a whole local picture and be inclusive of ideas as to how Hythe, Folkestone and Otterpool centres may work together.	This sounds good but again this shouldn't be viewed in isolation to the surrounding areas so it has the effect of sucking the life from these existing businesses and centres just so you can call Otterpool a success.	Focusing around existing transport infrastructure sound sensible but should also enable or include consideration and some form of direct Motorway access as commercial and industrial traffic will be an irritant and hazard for residents.	yes	The provision of open space available for community use is a good idea, although support should be given to encourage the development of activity, clubs and sports that bring local communities together, so the development of this project in conjunction with other spaces and communities maybe worth considering. For example Cycle Routes and Footpaths connecting Brockhill Country Park and routing down the old Railway line to Hythe, or Footpaths North to encourage walking into the Countryside and Downs or Cycle tracks and Footpaths down to Folkestone and beyond into Folkestone Warren, the development of open spaces to help local leagues / Team events grow.	1. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 2. Quiet areas for seating and walking. 3. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 4. Formal areas for sports, such as cricket or football. 5. Play areas.
1467	5	5	3	5	5	5	Right for the times		Great for access to London when needed	yes		1. Natural spaces: ecology areas, wildlife areas, existing vegetation, meadows, wetlands. 2. Quiet areas for seating and walking. 3. Informal areas for activities, kite-flying, running and active play, gym trails, boule. 4. Formal areas for sports, such as cricket or football. 5. Play areas.

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	Car	This question is two fold, one is to get around and this can be walking or cycling but to visit is a separate issue and car is the preferred means	Less	With the virus I would prefer to avoid being in close contact with others	No	We have to consider disabled, elderly people. Families wish to travel together . People need to move from the town to other areas It is simply impractical for a town to be carless	Plug in hybrid	
minimise car access capabilities	Walk, E-Bike, Pedal bike, Public transport	I'd eliminate cars altogether	More	I would like to increase my public transport use, but its just not viable either financially or frequently plus there must be much more variety	Yes	without a doubt, 21st century towns need to eliminate cars and their accessibility - Freiburg in Germany is a terrific example of where we need to be	Electric	

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<p>Why did HERITAGE not feature on your list??!!? It is absolutely disgraceful that you do not include it when referring to a Grade I listed castle that is also a scheduled monument and a Grade I listed barn of which there are very few remaining with such an exquisite hammerbeam roof. I am disgusted at that omission. I don't think it is appropriate to play sports there, perhaps boule might be acceptable, kite flying and such non-team sports. Think Kearsney Abbey, with open space where you might have an imprompty game of something with family or friends, but not necessarily formally laid-out areas.</p>	<p>Public transport, Car</p>	<p>I am disabled. I will NOT be cycling. I cannot walk far. I really need access via car. As previously mentioned, I am frankly disgusted at FHDC's attitude in trying to discourage cars in town centres. It is not the way to become greener or solve traffic issues. It is discriminatory. The traffic issues are YOUR DOING by bowing to the Government and accepting ever-increasing demands for more and more housing - now up from 400 per year to 800 or more, and looking set to go over 1,000. By the way, E-Scooters are illegal in public. It is unbelievable you would include them.</p>	<p>Less</p>	<p>I have to use public transport to get around for leisure and work, when able to do so. However, until the pandemic is eradicated, I live in a vulnerable household and will not be using public transport at all. Furthermore, as previously mentioned, public transport is far too expensive. Were it not for my bus pass, I would not be able to afford to take the bus. I only use the train for work, where I am reimbursed. Since the horrendous cutbacks in bus funding, it has become a far slower method of transport and it is not practical for example to travel to Maidstone by bus (and too expensive by train). This makes people far less likely to use it. If a single mother with 2 children living in Cheriton or Hythe wanted to go shopping for two hours in Folkestone, it would be cheaper for her to drive and pay for parking (£2.40 in Council car parks or £2.90 in Bouverie Place) than £7.10 return from Cheriton or £9 from Hythe (£8.40 if she uses the app).</p>	<p>No</p>	<p>ABSOLUTELY NOT. This is DISCRIMINATORY against the elderly and disabled. It is also completely impractical for shoppers. Likewise, if you're going to have offices and community facilities in the town centre, you CANNOT ban cars. How, for example, would a band bring their equipment to a gig?</p>	<p>Not a car owner</p>	<p>I don't drive. I would like an electric car in our household, though it is impractical for long journeys that I have to make. Furthermore, FHDC does not offer provision to charge them when going shopping or working in town. Perhaps a hybrid would be acceptable, though they are very expensive.</p>
<p>Should celebrate the history of the castle</p>	<p>Walk, Public transport</p>		<p>Same</p>		<p>Yes</p>	<p>As much as possible perhaps car free between say 10 o'clock and 1600</p>	<p>Electric</p>	

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<p>I welcome any nods to the history of the site and was to pleased to see the tudor walled garden being reinstated and moat flooded. Provision should be made so that wildlife areas can be lightly grazed with livestock as this is the best way to maintain a balance between vegetative growth and habitat opportunity. Often areas are created but they cant be managed by livestock as the proper fencing isnt in place</p>	<p>Walk, Pedal bike, E-Scooter</p>		<p>Same</p>		<p>Yes</p>		<p>Electric</p>	

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I think now and have always thought this was a very smart decision and adds to why other newer developments are missing, some very visible history and the added benefits that come with this space.	Walk, Public transport, Scooter, E-Scooter		Same		Not sure		Electric	
	Walk, E-Bike, Pedal bike, Public transport, Car		Same		Yes		Hybrid	
From the plans and what was explained on the virtual meeting it sounds lovely	Walk, Public transport, E-Scooter		Same	I prefer to use public transport to help the environment.	Yes		Not a car owner	
	Public transport, Car		More		Yes		Electric	

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	Walk		Less		Yes		Electric	
	Walk, E-Bike, Pedal bike, Public transport		More	I have always tried to use public transport. Cars are increasingly anti social and unpleasant. They transform potentially pleasant streets into unpleasant deserts.	Yes	Some European cities manage it. Maybe anti pollution legislation will force it upon us. It is not possible to have a city centre where walking is a pleasure if cars are allowed to share the space.	Hybrid	Like millions of other people, there is little choice at present if you need to get to places. Train connections are not good.

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	Walk	E-scooters cannot be legally used on pavements or public highways.	Same		Yes		Not a car owner	
	Walk, Pedal bike, Public transport, Scooter		More		Yes		Not a car owner	
	Walk		Less		Yes		Petrol or diesel	
Be great to have a good restaurant there and maybe a night club	E-Bike, Pedal bike		More	We'll be around zero carbon so it should be all electric	Yes	With ability to trolley stuff home , only electric cars allowed and deliveries should all be in Ultra low carbon zone, Provisin needs to be made for disabled for their electric buggies.	Electric	By the time this is built most cars will be electric anyway, petrol and diesel should be banned from town

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	Walk, Pedal bike, E-Scooter		Less		No	There are some people with disabilities, visible and hidden, or those with toddlers, that can not be without a car. Also those that may only have a small amount of time for pleasure/exercise due to being busy in life wouldn't want to waste most of that time travelling to the open area on foot.	Electric	I'm contemplating buying an electric although I'm not sure whether it will be a plug in hybrid or fully electric due to the needs of my family and the costs involved in going fully electric.
No comments	Walk, Public transport		Same		Yes		Not a car owner	I wouldn't even dream of getting a car. I just hope public transport will be up to us non drivers who are saving the planet!
	Walk, E-Bike, Pedal bike		Less		Yes		Petrol or diesel	
	Walk, E-Bike, Pedal bike		Less		Yes		Petrol or diesel	
You need GP surgery's, proper roads put in place BEFORE you add houses!!! Cheaper housing for local people!	Walk, Public transport		Same		Not sure		Petrol or diesel	
	Walk, E-Bike, Pedal bike		Same		Yes		Electric	
	Walk		Less		Not sure		Electric	

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	Walk, Car	I'd avoid public transport at all costs, journeys cost more and take longer than driving. Even if the cost of parking was high, I'd just be encouraged to drive around residential streets etc until I found somewhere free to park.	Same	I rarely used public transport before covid - in fact I've rarely used public transport since I passed my driving test. The only exceptions are catching trains to and from London - if my destination is anywhere outside of London I will almost certainly drive.	No	I think there should be limits on cars i.e. maybe closing streets during the evenings to allow for street dining, 20mph, wide and useful bike lanes, but banning cars from the town centre altogether will just put pressure on surrounding residential streets as people look for free/cheap parking. You can't just will people to stop driving; it will take a huge cultural shift for people to drive less.	Petrol or diesel	
	Walk		More	If the public transport is inexpensive and accessible it would mean no need for a car	Not sure	But maybe move towards this in the future	Hybrid	
	Walk, Car		Less		Not sure	depends how large it is and if its easy to walk around and park nearby	Petrol or diesel	electric is still too expensive with nowhere to charge

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<p>MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!! WESTENHANGER CASTLE IS AN HISTORIC BUILDING AND ANY MODERN BUILDING IN AND AROUND IT SHOULD NOT BE PASSED, WE DO NOT</p>	<p>Walk</p>	<p>WE DO NOT WANT THIS MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!!</p>	<p>Less</p>	<p>WE DO NOT WANT THIS MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!!</p>	<p>Yes</p>	<p>WE DO NOT WANT THIS MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!!</p>	<p>Electric</p>	<p>MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!! THERE WILL BE ANOTHER 20,000 CARS ON OUR ROADS THAT CANT COPE WITH WHAT THERE IS NOW, SO YOU ARE ADDING TO THE CLIMATE PROBLEM, THIS PLAN SHOULD NOT BE PASSED , WE WILL BE</p>

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	Walk, Pedal bike, Public transport		Less		Yes		Petrol or diesel	
	Walk		Less		No		Electric	
	Walk, Pedal bike, Car		Less		Not sure	But people who have to commute out of Otterpoole for work should not be discriminated against,,,,,,i,e having to walk to a carpark away from thier home on the edge of the town	Petrol or diesel	
Westenhanger park is the only good idea in all of this	Other	Not needed. Not wanted	Same		Yes	The whole development should be carless and housing less	Not a car owner	
more wildlife space wanted	Walk, Pedal bike	pollutant free wanted	Less	pollution free	Yes		Electric	

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	Walk, Public transport		Less		Yes		Electric	
	Walk, Pedal bike		Less		Yes		Petrol or diesel	
	Walk, Public transport		Same		Not sure		Not a car owner	
This isn't a consultation ☹️☹️ Very sad	Walk, Car		Less		Not sure		Petrol or diesel	
	Walk, Public transport		Same	Because I don't drive	Yes		Not a car owner	

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Not interested. This is an unwanted and unnecessary eyesore.	Other	Not interested. This is an unwanted and unnecessary eyesore.	Same	Not interested. This is an unwanted and unnecessary eyesore.	No	Not interested. This is an unwanted and unnecessary eyesore.	Petrol or diesel	Not interested. This is an unwanted and unnecessary eyesore.
	Walk, E-Bike, Pedal bike, Public transport		Less		Yes		Electric	
Access and egress - as before. These will not go away even if you ignore them now	Walk, E-Bike, Pedal bike, Public transport, Car, Scooter, E-Scooter		Same		No		Petrol or diesel	I do not know in fact - it depends on how reliable the hybrids do become
	Walk, Pedal bike, Car		Less		Yes		Petrol or diesel	
A great space and playground for children of all ages and abilities for inclusivity would be fantastic for the area.	Walk, Car		Same	I do not need to use public transport. I am fortunate that I am in walking distance to essentials and the high street such as doctor, shops, chemist. I have a car which is essential for my travel to work.	No	I don't think this is inclusive, and some people may require the use of a car to be able to get to the town centre. Ample parking close by could mitigate these issues.	Petrol or diesel	I would like to be able to say electric but I don't believe I will be in a financial position to purchase an electric car in the near future.

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	E-Bike, Pedal bike, Scooter, E-Scooter		Less	Use it less - access to safe walk, bike and scooter paths within the town would be much preferred	No		Hybrid	Hybrid, although charging infrastructure might sway me
..	Walk, E-Bike, Pedal bike, E-Scooter		Less		Yes		Electric	
	Walk, E-Bike, Pedal bike		Same		Yes		Plug in hybrid	
	Walk, E-Bike, Pedal bike		Same		Yes		Plug in hybrid	
	Walk, Public transport, Car		Same	Only used it occasionally	Not sure	Restricted car use would be good for many reasons but those with disabilities need access	Hybrid	
	Walk, Car		Same	Don't really use public transportation due to extortionate prices	Yes		Petrol or diesel	
Keep to the existing layout as much as possible.	Walk, Pedal bike		Less		Yes		Hybrid	

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	Walk, Pedal bike, Car		Less		Not sure	ideally yes but practically, if your collecting goods large items or baked goods etc its easier if you can pull up infront of the store or a collect areas.	Plug in hybrid	
	Walk, Pedal bike, Public transport, Car		More		No		Petrol or diesel	
	Walk, E-Bike, Pedal bike, Public transport		Same		Yes	Think this is a good idea	Electric	Depending on if it's affordable for me and my family
Don't allow boats	Walk		Less		Yes		Electric	

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	Walk, Public transport, E-Scooter	I would prefer a well implemented, high-frequency tram system such as Birmingham or Manchester. As Birmingham has shown, the scale of the system doesn't have to be immense. Other cities such as Liverpool and Glasgow have tiny Metro systems but they also provide a great alternative to getting around, while a metro isn't feasible I feel like a tram system would be and it would be my choice of transportation.	Same	I would use them about the same, I would use public transport a lot more if it were cheap enough, reliable and frequent enough for me to warrant it. However when it takes 10 minutes to drive somewhere but 1 hour to get the bus it's a no brainer that currently I would opt for private transport over public.	Yes	Yes I do, but ensure that there is available parking nearby.	Petrol or diesel	While I would love to buy an EV, I don't see the infrastructure being developed enough for me to warrant buying one. The majority of new builds don't even come with available charging for crying out loud. This is disgraceful, developers make enough profit from these buildings particularly when the UK has the lowest space standards in Europe meaning higher density and cramped living environments but for some reason we don't get what is increasingly becoming a necessity? Car charging facilities. And not on or two public ones on the street for a whole street to use because you know that there will be those neighbours who will stick there car there and claim it as their own, everyone deserves their own charger.
	Walk, Pedal bike, Car		Less		Yes		Electric	
	Walk, Pedal bike, Car		Less		Not sure		Electric	
It better be good, seeing as you've already spent over a million buying the castle.	Walk, Pedal bike, Public transport, Car		More		Not sure		Petrol or diesel	Whatever is most affordable for myself
	Car		Less		No		Petrol or diesel	
	Car		Less		No		Petrol or diesel	

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	Walk, Public transport	I do not drive due to being autistic and having anxiety and would love to live somewhere with less cars. Being able to get around independently is very important to us as a family.	More		Yes		Not a car owner	
	Public transport		Same		Not sure		Petrol or diesel	
	E-Bike, Public transport, Car		Same		Yes	With parking on the edge of the town commercial centre	Electric	
	Walk, E-Bike, Pedal bike, Public transport, E-Scooter		More		Yes		Electric	

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	Walk, Public transport	If you're planning to encourage e scooters and bikes make sure they are properly segregated from pedestrians. They are not compatible.	Same		No	Be realistic	Plug in hybrid	
	Pedal bike		Less		Yes		Plug in hybrid	
	Pedal bike		Less		Yes		Plug in hybrid	
	Walk		Less		No		Electric	
None at this stage	Walk, E-Bike, Pedal bike, Public transport, E-Scooter	We should be discouraging cars as this increases the volume of traffic	More	Assuming a better public transport network and service, at a more attractive price.	Yes	Cars are not sociable as they demand space to park and roads to travel that are then not available to pedestrians	Electric	
Don't have any other comment other than points already made, i.e Otterpool Park should be driven so they work to the detriment of communities and activities already there.	Walk, E-Bike, Pedal bike, Public transport, Car, Scooter, E-Scooter, Other		Same	It is impossible to judge.	Not sure	Poor access is bad for Town Centres and businesses, ethos, feel and life.	Petrol or diesel	This is a poor question, everyone wants to consider environmental issues around transportation, but technology may be such none of the above apply, for example hydrogen power trains may develop.
	Walk, Public transport		More		Yes		Hybrid	

12. Do you feel that the mix of housing and their design principles and character are right?	13. What are your views on the location and design of the schools and other community buildings?	14. Thinking generally about plans for phase one, do you have any further comments to make, including anything you welcome or particular concerns?	15. From what you have seen and heard so far, would you consider (tick all that apply) living, working, visiting, using services at, opening a business at Otterpool Park	Your name	referrer-page
No, I think we are planning a new style Coronation Street	If the council move offices there there should be no parking spaces for Officers or Councillors	There are some quite impractical ideas here assuming that lack of private gardens , lack of garages is what people want. I don't believe there is evidence that the plans align with community needs and that the plans will benefit local residents. The next question doesnt give a none of these option	Using services	Daniel Keeling	https://phaseone.otterpoolpark.org/
		no mention of environmental targets around emissions, both during and after, water levels, pollution levels, it seems we're concreting another beautiful green landscape to satisfy government targets and financial markets, I fail to see how the building of this development will allow Folkestone and Hythe meet its commitments to the Paris agreement	Visiting	Sandy McConnell	https://phaseone.otterpoolpark.org/

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<p>achieve your own target of 30% affordable housing. This sets a bad example and gives other developers an excuse to ensure their projects are not viable. This is a significant shortfall when you're planning up to 10,000 homes. However, affordable housing is a misnomer - you will likely be building yet more expensive housing for Londoners. A discount on an expensive house is no good to the average person in the district, nor is having to pay 50% mortgage and 50% rent. We need truly affordable housing - social housing that you're not going to sell off after a few years. That said, I do like the self-build element. However, this is completely negated by the involvement of the likes of Taylor Wimpey, with their unimaginative boxes all looking the same. Furthermore, you are completely overdeveloping our countryside rather than challenging the Government target. It was supposed to make housing more affordable, but that is NOT</p>	<p>locations, which is rather worrying. I seem to recall there was to be a primary school, but no secondary school. This seems to discourage families from moving to the town until this is sorted. I don't recall any provision of churches. Where are people supposed to worship? It was historically accepted that a town has several churches, as opposed to a village, which would probably only have one, or a hamlet - likely to have no church. WHERE IS THE MUSEUM?! The answer to my question in the public consultation was completely unsatisfactory - we don't just want a few information boards in a barn! There should be a purpose-built building. I am extremely annoyed about the suggestion that FHDC should move to this new town. You only just renamed Shepway district and included Folkestone in the name NOT Otterpool! Folkestone should remain the primary town and the location of the civic centre. Is there to be a GP surgery</p>	<p>Whilst this could be a fantastic opportunity, I feel you haven't hit the mark on so many aspects. It is simply going to be desecration of our countryside to appease the Government and get flooded by the rich. It looks as though I am unable to send myself a copy of my answers, which is a big omission. I can't even select and copy the questions. The consultations thus far, I am afraid, leave me thinking this is just a box-ticking exercise and that you don't really listen to us. I don't see any changes following feedback at previous public events. As to your following question, I am from Folkestone and shall remain in Folkestone. I have no wish to travel to use services or move my business at my expense and most certainly won't be moving to your new town.</p>	<p>Visiting</p>	<p>Mark Hourahane</p>	<p>https://phaseone.otterpoolpark.org/</p>
<p>I need more information regarding the type of housing especially the sustainability of them</p>	<p>Not sure at present</p>	<p>My concern is transport infrastructure. I like the link between the town and country</p>	<p>Visiting, Using services</p>		<p>https://phaseone.otterpoolpark.org/</p>

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I dont have much comment on this but I think the housing should reflect the heritage of the site where sensible. Could there even be a tudor housing area design?	No comment	There should be more provision for making circular walks. At the moment the PROW network goes up and along the railway as the railway acts as a barrier for crossing. The development should look to create safe crossing for PROW users at more frequent points to allow for more circular walks to be enjoyed by the community and greater access to the countryside. Every provision should be made to encourage biodiversity around the Eastern Stour river. I live along the Eastern Stour River and as soon as you get to section where there is decent riparian habitat, scrub, willow, trees etc, there is a cacophony of bird song where as nothing where it is just flat. There should be however flat open wet areas to allow for decent areas for wading birds. Consider also a means of keeping out dogs so that ground nesting birds can breed.	Living, Visiting, Using services	Ben Thompson	https://phaseone.otterpoolpark.org/

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Yes this has to be the way forward.	Locations are great, haven't seen designs but how they incorporate outdoor space again.	No concerns other than we hope there will be opportunities for homes with country views. There are many homes that need to be built I appreciate but we would be in a position in 2024 to purchase a larger home and this would be important for us.	Living, Visiting, Using services	James Avery	https://phaseone.otterpoolpark.org/
			Visiting, Using services	santha Mackenzie	https://phaseone.otterpoolpark.org/
More social housing , affordable and adapted housing for the disabled would be important.			Living, Working, Using services	Michele Jackson	https://phaseone.otterpoolpark.org/
		A decent gym with pool facilities	Using services		https://phaseone.otterpoolpark.org/

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Yes	Positioned well. It should also be mandated in any planning permission that the schools are constructed first as the phases progress.	<p>The local council do not have a good reputation in their district. They are seen as "riding roughshod" over local people's views and just ignoring them. A construction programme needs to be issued showing when certain buildings will be built in relationship to the housing i.e. schools to be built and completed in each phase prior to the next phase commencing. Final decisions should not be left to the local council, as most are not experts in any particular field. Committees should be formed to make important decisions which would affect the agreed plans or surrounding area. These committees need to be formed of experts in finance, planning, environment, traffic etc and local people, with no councillors involved. Otterpool park is a great prospect, but will leave a sour taste in everyone's mouth if left to the council to manage.</p>	Living, Visiting, Using services	Philip John Mallinder	https://phaseone.otterpoolpark.org/
I think so.	They seem to be well sited.	I do hope that car use will be discouraged or at the very least there will be sensible alternatives.	Living, Visiting, Using services	George Chwalibogowski	https://phaseone.otterpoolpark.org/

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			Visiting		https://phaseone.otterpoolpark.org/
Yes. More biophilic principles and renewable energy should be taken into account. We should aim for Carbon Zero.		Yes. More biophilic principles and renewable energy should be taken into account. We should aim for Carbon Zero.	Visiting, Using services		https://phaseone.otterpoolpark.org/
		Concerns about the impact on surrounding roads during construction. Traffic assessment in original details did not appear to take account of single carriageway and traffic lights on A20 at railway brindles now Sellindge. Also worried about light pollution once built and in use.	Visiting, Using services	Ian Thomad	https://phaseone.otterpoolpark.org/
Yes but I'd like a lot more detail as to how you're going to have zero carbon or fossil fuels as gas boilers will be banned in 2025 and you be looking to Solar, Wind, Motion and Water for local sustainable power generation and I didn't see this in the plans.		Concerns are that the start may be postponed, that the developers you use will be the same as normal throwing up cheap small side room houses and apartments. Look at most developments now they are all on the same gas fired heating and are not futureproofed for zero carbon and seem to have a short design life of 25 years. It would be great if this could be a great developments architecturally and structurally with no fossil fuels and zero carbon so an environment for longevity of life and a good cross section of society.	Living, Using services, Opening a business	Owen Sweetman MBA	https://phaseone.otterpoolpark.org/

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		I see there are woodlands on the overall plan. Will these be existing woodland or newly planted. Could you make a community planted woodland, or individual trees so that those that live and work there could feel more involved in the green areas?	Visiting, Using services	Dawn Goodson	https://phaseone.otterpoolpark.org/
Extremely boring and looking very flimsy. Hope they are up to lasting at least 10 years.	No views	Very little is said about housing the aging population or the disabled in this satellite town . If the population carry on getting older, right now they far outnumber the young people, how will social care be managed in this new town? Will the families moving here from London, look after their elderly parents when this will be necessary?	Visiting		https://phaseone.otterpoolpark.org/
			Living, Working, Visiting		https://phaseone.otterpoolpark.org/
			Living, Working, Visiting		https://phaseone.otterpoolpark.org/
			Living, Visiting		https://phaseone.otterpoolpark.org/?fbclid=IwAR3QDCh_p8vfHxxj1U1VmgmjQ957QwQ9mQ0lgilmTj7Mx6qA0Ak2pquqAGE
			Visiting		https://phaseone.otterpoolpark.org/
			Living, Working, Visiting, Using services, Opening a business		https://phaseone.otterpoolpark.org/?fbclid=IwAR2luAHgaq8jwleGUA4ryeVzVhhOg3WGHg20yOqUI0IEfIiEDLUoRnDSM8

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<p>Not enough affordable homes. The council's own planning guidelines say developments of more than 15 properties should be 30% affordable and phase 1 only has 22% affordable. Not to sound like a NIMBY but if you want actual local people to populate this town it needs to have a decent amount of affordable homes, so the properties aren't disproportionately bought up by Londoners looking for a cheaper home to commute back into London from. If it's not financially viable for the council to provide 30% affordable homes here, then I'd question why you are going ahead with the project in the first place as it obviously is not being done in the best interests of the district's residents.</p>	<p>All makes sense to me</p>		<p>Visiting</p>		<p>https://phaseone.otterpoolpark.org/</p>
			<p>Visiting, Using services</p>		<p>https://phaseone.otterpoolpark.org/?fbclid=IwAR39YEd5ZO0wEBT36r57FCRp2bj831yJBCuUNC Pcvpgj33fv1G1iCdFih-A</p>
			<p>Living</p>		<p>http://DirectVisit</p>

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<p>WE DO NOT WANT THIS MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!!</p>	<p>WE DO NOT WANT THIS MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!!</p>	<p>WE DO NOT WANT THIS MONSTROSITY IN OUR VILLAGE, IT IS A PEACEFUL VILLAGE IN AONB AREA , YOU HAVE NOT HAD PLANNING PERMISSION SO DO NOT WORD THE QUESTIONS SO NOBODY CAN OBJECT, WE HAVE ALL TOLD YOU WHAT WE THINK ABOUT YOUR COUNTRYSIDE AND WILDLIFE DESTROYING PLANS, AND YOU CANT FORCE THE RESIDENTS OF THIS LOVELY VILLAGE IN TO AGREEING WITH YOU, THE AIRFIELD HAS A CLAUSE WHICH SAYS WHEN IT IS NO LONGER AN AIRFIELD IT HAS TO GO BACK TO FARMLAND, WHICH MEANS IT BELONGS TO NATURE AND WILDLIFE, NOT CONCRETE AND MONEY MAKING HOUSE BUILDING WHICH WE DONT NEED !!!!!</p>	<p>Visiting</p>		<p>https://phaseone.otterpoolpark.org/consultation/</p>

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The town looks very built up in comparison to the neighbouring villages so I'm not too sure it's in keeping with the area especially Sellindge, Hythe and Lympne		I'm concerned about the impact on our small villages and resources. We have small country pubs, small local shops, and village schools in the local area. I'm uncertain the plans will prevent the need / desire for such a large population to visit these villages changing the chilled nature and quietness if the surrounding villages.	Visiting	Amanda Harris	https://phaseone.otterpoolpark.org/?fbclid=IwAR2M0ttb_SebVWD2_RNtFGfsu39-tbAwoPcZC1bo_F-5eKkUHd7t3GARjLk
Yes.	The location is good. Design is ok	How will phase 2 tag on? Will it destruct use of the town swuare	Living, Using services		https://phaseone.otterpoolpark.org/?fbclid=IwAR1yjDsZJymh19I9GAzhUAfM0do9XoHlnhwbpBumyM-c5Ru7jpmJ6KTX9_k
No too may blocks of flats/apartments that will confine children		Impact on local transport Affordability of houses Will the stardard of building be acceptable or like other developments in the locality be thrown up?	Visiting	Frances Nash	https://phaseone.otterpoolpark.org/?fbclid=IwAR0xqfRXtCyRPTvM6qF80SxBiGvjak-KuG21LDtTT5bo0e_C82wk07-mwzk
Not needed. Not wanted...	Not needed. Not wanted	Not needed. Not wanted. Noise, light , vehicle pollution. Dust , dirt disruption due to construction. Water scarcity area	Using services		https://phaseone.otterpoolpark.org/
no to many houses stop concreting Kent over more trees wild meadows needed not houses	dreadful	yes not enough wildlife to many houses	Visiting	Eileen Phillips	https://phaseone.otterpoolpark.org/?fbclid=IwAR3W_JpmRg3F-4ykqo7tUChXOrCkMuUwkeDOV2zQzEUDnuYz0fJIYb6Atcg

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	What about secondary schools?	I am massively concerned about bio diverse habitats being destroyed. The current main roads which will feed directly in and out of the development are woefully inadequate & subjected to regular & I'll policed fly tipping by drivers of all kind, including foreign lorry drivers. Third, given the scale of the development, I feel that the main hospitals in the area will be ill equipped to respond to this new demand on their services.	Working, Visiting	Faye Kavvadias-Large	https://phaseone.otterpoolpark.org/
			Visiting, Using services, Opening a business		https://phaseone.otterpoolpark.org/
			Visiting		https://phaseone.otterpoolpark.org/?fbclid=IwAR0KwCutzjh7VP1PwYqHhJbYtocHkLcuS3H9gsyinT2pj2_s6cC-lqqpec
There will be nothing for local first time buyers, the so called, affordable housing will be out of reach for locals 😞		Don't start 🙄🙄	Visiting		https://phaseone.otterpoolpark.org/?fbclid=IwAR262AUtDKYorOgJiNPXzpk30QLuBdDDpvOHjmD4WEclSRdBJu9tm7CsA
		See previous regarding local hospital facilities. Also, question 15 requires an answer however does not let you not choose an answer I do not have any interest in living, working or visiting Otterpool until I know that sufficient measures are being taken to ensure that other local services will not become over used from the sheer amount of housing that is planned on this development.	Opening a business	Concerned resident	https://phaseone.otterpoolpark.org/

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Not interested. This is an unwanted and unnecessary eyesore.	Not interested. This is an unwanted and unnecessary eyesore.	Not interested. This is an unwanted and unnecessary eyesore.	Using services	Craig Drury	https://phaseone.otterpoolpark.org/?fbclid=IwAR2Wdwz0No4NL1siAOpRRViVmPrqFige-WXxv3kLZY4zmjsRRZ0N_1qTZa0
Looking at what is needed and would help this whole idea meet acceptance with the local population. Passive house built onsite in one of the working spaces would bring this town into the 21st century, reduce reliance on unsustainable fuels, could be totally electric with ground source heating for each housing area, recycled sewage with a filter system, and surface water recycled for gardens and communal areas.	na	Buildings look very high, for a small town, please see Tenterden as an example.	Living, Working, Visiting, Using services	Mark Hyland	https://phaseone.otterpoolpark.org/?fbclid=IwAR0cCOqVtgeOsd-u2fpmdMxaz36XTJV-2oVYYK5nYI8eW1J5QYulKwglTc
No. You are creating a residential estate without any thought of how to service it adequately	Completely inadequate, as you know because you have impact studies - which you have chosen to ignore.	As always - you do not have the public service or health facilities in place - and your reliance on the existing services is madness - the hospital and education services that we have at the moment are completely inadequate for the present population.	Using services	Richard Pettinger	https://phaseone.otterpoolpark.org/?fbclid=IwAR37k1752r3MOrVZrtcP2dg_xylHqp0GSL_offXHzCprkifsZ2YMSYDRGyE
			Visiting		https://phaseone.otterpoolpark.org/?fbclid=IwAR0ha4Ln7Y3Ma3_w6Uo5k2ZV0G-zSzQL0PwyuqloQ0GhVN_QJas14EDH3i8
From the limited resources I have seen I think so.	Schools and community will be essential to allow this project to be a success and I believe the proposals are positive.	I welcome the development and the increase of housing to the local area.	Living, Visiting, Using services		https://phaseone.otterpoolpark.org/?fbclid=IwAR0wpkBbnXBgNQCAsSRU6z16O2ize6upjr5CKvtZB0hL4pLvNOISzP_X7Ds

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It's important not to go too 'model town' - houses that draw upon the character and history of the area, with modern features, would be preferred	As long as routes can handle footfall and traffic then good	It would be great to see how this appeals to single working professionals, and if this is accessible for this group who would seek long term residence	Living, Working, Visiting		https://phaseone.otterpoolpark.org/
From what I have seen so far yes	They look good	No	Living, Visiting, Using services	Duncan jamieson	https://phaseone.otterpoolpark.org/
			Visiting, Using services		https://phaseone.otterpoolpark.org/?fbclid=IwAR1tvYXtrd4zHQDhDxuQ9x1N-N7Tq5dpp16Mxyo0RqrUgGmVEimHxFosHsA
			Visiting, Using services		https://phaseone.otterpoolpark.org/?fbclid=IwAR1tvYXtrd4zHQDhDxuQ9x1N-N7Tq5dpp16Mxyo0RqrUgGmVEimHxFosHsA
			Living, Visiting		https://phaseone.otterpoolpark.org/?fbclid=IwAR3XS_zaodO9goVNItJT2RX41qeODpWxj66axGcnowvjvtonZP7a-Nyq3II
Needs to be a doctors, dentist and more green areas considering the amount your taking away			Visiting		https://phaseone.otterpoolpark.org/?fbclid=IwAR10HQWpX3njUJagMZF6v9xY_piBysMUMLOJOWX-GQYR1sR6JMHHH5NaYuU
Bearing in mind there will be little character because the buildings will be new, I think there is an insufficient, negligible buffer between the proposed development and existing dwellings on the A20. I would like to see plenty of advanced planting as soon as possible to help provide that. Stanford Parish Council has negotiated a 30 metre zone between the new development and existing residential dwellings. Please confirm that this will apply at the south end of stone street - phase one - and between the new development and existing dwellings on the A20.	Locations are ok but unable to comment on design because this has not yet been revealed?	#NAME?	Working, Visiting, Using services, Opening a business	Jane Woolford	https://phaseone.otterpoolpark.org/consultation-events/

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	my only concern is 2 competing primary schools. the initial enrolment will it end up a social housing school vs a privately owned. I hope not!	looking forward to seeing this project start!	Living, Visiting, Using services	Laura Atkins	https://phaseone.otterpoolpark.org/
Yes diversity is the spice of life			Living, Working, Visiting		http://m.facebook.com/
Would rather that they weren't all on top of each other less housing more spaced out would be better but feel a variety is needed		Glad to see their will be affordable housing but my concern is too many houses and not enough space in between them and end up living on top of each other	Living, Visiting, Using services	Tom Chambers	http://m.facebook.com
Yes but make it affordable not expensive and make sure Londoners don't buy them before locals do	Good	No	Living, Working		http://m.facebook.com

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Yes and no, the designs don't feel organic enough,			Visiting		http://m.facebook.com
			Visiting, Using services		http://m.facebook.com
Excellent		Please prioritise the station and road network to manage additional volume	Visiting, Using services, Opening a business		https://l.facebook.com/
Yes	Looks good	More jobs	Living, Working, Visiting, Using services		http://m.facebook.com/
			Opening a business		http://m.facebook.com
			Opening a business		http://m.facebook.com

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			Living, Working, Visiting, Using services	Sandy Eames	https://phaseone.otterpoolpark.org/
			Using services		https://phaseone.otterpoolpark.org/
I think that self builders should be catered for, to soften the sterile look offered by big developers and to add character to the residential areas of the town.			Living, Using services	Mark Spong	https://phaseone.otterpoolpark.org/
It would be great to have opportunities for local people to set up co-housing projects- smaller self contained accommodation with shared communal inside and outside facilities too.	Look positive.	I worry about the impact of traffic on the local existing areas. Particularly people travelling through Lympne to/from the Marsh and Otterpool. The development will likely increase this significantly, and the traffic levels already have a huge negative effect on the village- due to traffic volumes, narrow and sloping pavements and speeding vehicles. If parking is restricted in Otterpool people may park in Lympne and walk into Otterpool for leisure. It would be great if the Otterpool development also solved the traffic issues for the residents of Lympne.	Living, Working, Visiting, Using services	Charlotte East	https://phaseone.otterpoolpark.org/consultation-events/

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More affordable housing is essential. This is a once in a lifetime opportunity. It needs to be a proper garden town as promised, not a cramped, greedy developer driven housing estate.	Ok	Keep to the promised principles of the garden town	Living, Visiting	Peter Savage	https://phaseone.otterpoolpark.org/
			Living		https://phaseone.otterpoolpark.org/consultation-events/
			Living		https://phaseone.otterpoolpark.org/consultation-events/
			Visiting, Using services		https://phaseone.otterpoolpark.org/
Need more information		I will expect the development to embed the best designs for energy efficiency as well as water capture.	Visiting, Using services	George Kirby	https://phaseone.otterpoolpark.org/
Poundbury looks good and the thought to develop an area that is built to help people feel good is sensible.	See previous, it's a concern as to how you maintain this with varied development opportunities and long project duration.	Consideration of existing businesses and communities and impact on them.	Living, Working, Visiting, Using services, Opening a business	Steve Baldry	https://phaseone.otterpoolpark.org/
Yes		As many trees as possible to mature early	Living, Working, Opening a business	Miranda Chapman	https://phaseone.otterpoolpark.org/

Feedback By Email

Comment	Name
<p>I have decided to decline the online consultation event since having attended several past 'consultations' where residents views were clearly ignored. The whole project is mis-thought the appropriate local support has never been proven, in fact the opposition has been clear. We do not need or want another town, there are enough housing developments in Sellindge, Hythe and Ashford to meet local need. The infrastructure is not there or likely to be sufficient to support such a development and the proposals lack innovation in design and do not meet the criteria for a Garden town.</p>	Lorraine Spencer
<p>I will be attending the evening webinar session. As a resident of Hythe already - no one I know wants this development at all and thinks it's a vanity project for David Monks 'legacy'. We live off the 261 London Road, which in the last 2 years has already become akin to the M25 at times! The last thing we need is the residents of 10.000 houses thundering down to Hythe on the London Road to use the facilities. We do not have enough Drs at the surgery's we have. When we moved to Hythe there were 7 partners at Oaklands Health Centre, now there are 3. They have been unable to recruit more. What makes you think that living in a new estate up there will be any more attractive. Where are all these people going to be working? I know more will be doing so from home, but they will still be commuting and the train service and M20 will become more cluttered. Folkestone and Hythe Council are gradually paving over East Kent and building without any chance of those of us actually living here being allowed to veto it. Yes these consultations happen but never are they stopped because of public opinion. Hythe is a small market town and that is how it should remain. Ashford has already become a faceless mess of housing estates and we do not want to become a satellite of that.</p>	Frances and Leslie Lake
<p>Good morning Phil, I hope you are well and I'm looking forward to this afternoon.</p> <p>I'm sure they'll be lots of questions and these may echo other people's but this is what I would like to hear covered:</p> <p>1) It is no secret that we have a Housing issue in this part of the country. In my profession I am faced with an increasing number of people who are homeless. soon to be homeless or in totally inappropriate accommodation. I am becoming angry and frustrated at the cost of private rent leaving so many people struggling to get by with the rest of life. I am also becoming despairing as I see many homes being built which are absolutely out of the price range for most local people. It appears we are building the wrong sort of homes.</p> <p>Will there be a substantial amount of homes which will be for Council Tenants or under Housing Associations? I believe this is more of a need for this area than the executive homes and potential holiday homes which I see being built.</p> <p>I fear we will lose our next generation as they struggle to stay near their families, in the area they grew up in, it's almost like the choice is being removed.</p> <p>NB: Please do not answer this question with the standard "affordable" housing rhetoric. What is affordable to one, is not affordable to another so the word doesn't answer the question regarding Council/Housing Association properties.</p> <p>2) We are so blessed to be surrounded by an abundance of wildlife which is tragically diminishing. Any major building project will cause destruction to natural habitats which we desperately need to protect. How will Otterpool minimise the damage caused and encourage the rehabilitation of our environment?</p> <p>3) I would like reassurance regarding Health Facilities. The William Harvey can cope alone. What will be provided for those of Otterpool and the surrounding area?</p> <p>I have lots more questions however I felt I should stick to my top three!</p>	Helen Calderbank (resident of Postling)
<p>Hello Phil. Can I ask what new considerations are being made, in light of the Kent Downs Area of Outstanding Natural Beauty, likely to becoming a UNESCO World Heritage Site in the near future?</p> <p>I refer to the Kent Downs unit and it's new project.</p> <p>The close proximity of the proposed Otterpool Park to the AONB could already be considered as damaging. But as an asset in the future, the area's integrity and value could also be greatly effected, with overwhelming pressures on ecosystem services within the AONB, ie degrading biodiversity, habitats and the landscape, therefore potentially making it difficult to deliver sustainable economic, land use and cultural benefits which may result from any future designations.</p> <p>Thank you for your time.</p>	Paul Sidders
<p>We find this project very exciting and would like to offer our services in optimising community orchards, food forests and green infrastructure (for maximum carbon sequestration)</p> <p>Please get in touch if you require any further information</p>	<p>Prof Steven M Newman Managing Director</p> <p>BioDiversity International Ltd</p>
<p>We also like looking out Of our window countryside not a lot of houses that's why we moved here</p>	Pat Smith
<p>This is an area of outstanding and should be left alone. There are many problems relating to this plan as well. There is a shortage of water , too much traffic, People need the green open space or failing that rent it out to young farmers to help feed our population. The building that is going on in Sellindge is horrendous, hardly a blade of grass separates each house. There is no privacy as the houses are so close together. The Sellindge surgery is over subscribed and the recent attempts to get other Doctors has come to nothing. In all this is just another ghastly Monk plan.</p>	Margaret Ludlow
<p>Thank you for the webinar. Much of it was both enlightening and interesting, especially the historical information. However I was most unimpressed by the section relating to cars and transport generally. Questions about high-speed rail travel had not been resolved at all. The assumption that high speed trains will stop at Westenhanger cannot be justified, and, without them, many commuters will have to travel to Ashford first. I am quite sure that car use and ownership will be greater than predicted, and no steps seem to have been taken to upgrade the existing surrounding roads to allow for the inevitable increase in traffic. The information given by the member of your team responsible for that aspect was nothing but vague waffle— utterly unconvincing.</p>	Janet Hughes
<p>I have a question about Otterpool park: Will there be anything relevant for horse owners such as local stables etc? The reason I ask is because if I was to move into Otterpool Park, I'd ideally like to move my horse as close as possible to me, it doesn't have to be in Otterpool Park itself but would there be any rural/stables close by for residents with horses?</p>	Savannah Jacobson

Comment	Name
<p>Comments following the Webinar presentation on Friday pm</p> <p>Firstly we were very disappointed that the overall appearance of the plan rather resembled a brickworks. Secondly, we have little confidence that you will be able to attract the retail companies and medical personnel you mentioned - just look at neighbouring towns for a reality check!</p> <p>However, the biggest problem was, not surprisingly, glossed over. You will probably have noticed that just over a mile away is the seaside - which attracts hundreds of thousands of visitors every year. It's almost certain that many thousands of your new residents will also want to visit this attraction. To do this they will have to use the A261 London Road which is effectively the only access route and is already a very busy, narrow and twisty road largely in poor condition. Unless you are going to provide a shuttle bus service your clients will need to use their cars, except you do not want them too!</p> <p>When they do get to the (still delightful!) cinque port of Hythe they will add to the considerable flow of traffic along Military Road and heaven help them if they require vehicular access to the seafront! As someone acknowledged at the meeting the traffic situation in Hythe is " tight"! At the moment there are, as was also mentioned, several large scale developments in progress and being planned which will blight the town from east to west. The latest we have heard of consists of 54 flats to be shoehorned into a site behind Barrack Hill with vehicular access in and out of London Road at a point where it is particularly narrow and overused. Your residents will only compound the problem.</p> <p>I'm afraid your proposals will cause irreparable damage to Hythe and you must consider the effect of your scheme on the wider surrounding area - Otterpool Park is not in some kind of 'bubble'. We fail to understand this obsession with concreting over East Kent. Where is the industry and jobs to support this huge development.? The loss of green space and countryside is devastating and the overpopulation will be unsustainable as everybody accepts.</p>	Lesley and Frances Lake
<p>We enjoyed listening to all of the ideas and information that were given and discussed on Friday.It all looks interesting.</p> <p>Could you please tell us if there will be any plans for bungalows being build on phase 1 or in any of the future phases? Also are there 2 and 3 bedroom houses being built? Or are they going to be bigger.</p>	Mr and Mrs Robus
<p>Unable to hear the presentation so thought I would listen later as that was what it said you could do.I couldnt do this as needed a 9 digit number.I tried to message the technical support and the emails bounce back.Not impressed at all.</p> <p>Residents just out of the village have slow speed internet and this made it impossible for them to view too.</p> <p>There is no reason not to post your presentation on you tube for everyone to see when they are able to do so.</p> <p>Totally against the development and it has blighted our homes in the Barrow Hill area before it has even begin.The A20 is just not suitable for more traffic and the area is at a standstill when the motorway is shut.No one is interested at listening to residents and no one is interested in building a relief road let alone monitorong the air quality we have to put up with at peak times.</p>	Kirsty Cook
<p>I'm pleased I saw the Otterpool presentation. There are obviously some very talented planners involved.</p> <p>BUT, and I've said this before...</p> <p>The visual aids are not doing the facts any justice. They are very lovely, but they do not make clear the points of reference that help the viewer understand them.</p> <p>So when a map/plan is presented, unless we can easily see where the railway station and the road from Newingreen, the A20, the Stour, Newingreen roundabout and the castle are, we spend time trying to work out what we are looking at. This distracts us from what the presenter wants us to pay attention to.</p> <p>And the alternating circles in red and black on some diagrams are distracting – they are not a colour key, although they look like it. They should be less dominant and not coloured.</p> <p>It really is not good enough to take already existing diagrams without amending them for the audience, who are not planners and who have not spent months looking at the same diagrams.</p> <p>Referring to the talk about transport, it mentions hire rates, but it is not clear what is being hired. Also, there is talk of transport modes – what are they???</p> <p>And some of the language used is too 'design and planning speak'. Please get your presenters to talk in more usual language – using esoteric terms and jargon leads to lack of trust, as we think they are trying to pull the wool over our eyes.</p> <p>I have offered before and am pleased to offer again. I'd be glad to help with the preparation of material aimed at the general public. I am all in favour of Otterpool and want it to succeed (and have been abused by the 'antis' for my views, as David Monk knows). So please let me help you, as preparing technical information for general consumption is my professional background.</p>	Gillian Bond
<p>Thank you for replying to my e mail . I Have been having a quick look at my old files and came across a message from Michael Hetherington where he says that he cannot ratify the plans , and also Brian Lloyd , protect Kent's senior planner had raised serious concerns over the plans. And since then Sellindge has been ravaged by horrid over housing which are so small and close together none of the new residents will have any privacy. Our council seem to be hell bent on doing what the locals who love our village and want to preserve the friendly atmosphere of a village go against. Thank you for taking notice .</p>	Margaret Ludlow
<p>Thank you for the opportunity to take part in the webinar. The presentations were clear and it was useful to learn more about the plans for Otterpool Park. I was rather disappointed in the Q & A part of the session. It would have been interesting to hear more questions from local people and to give them a chance to comment on the answers given by 'the Team', as in "Question Time".</p> <p>I have some questions that I would appreciate having answers to, please:</p> <p>Will it be possible to view all of the questions and comments raised in the webinar and subsequently, and by whom, for the sake of transparency? If not, there is a risk that interested parties will be left with the impression that negative or difficult issues may have been excluded from the public consultation.</p> <p>It is documented that FHDC failed to receive the £281,000,000 Government grant for the new Garden Town infrastructure. What impact will that failure have on FHDC's ability to achieve its ambition to create a high quality development with excellent design and construction, wonderful facilities and well maintained public spaces? Cozumel Estates Ltd was to have been the major co-developer of the project. Cozumel has withdrawn from the project, making approximately £20,000,000 profit from the sale of the Racecourse land to the project, even though that land does not currently have planning permission for development. FHDC Councillors have told me that the money needed for infrastructure could always be borrowed. As a local council tax payer I am concerned about how the costs for the project are mounting (£50,000,000+) and the fact that the Otterpool Park project is still under consideration for approval in the local Core Strategy. Will local council tax payers end up having to pay for this project despite it being of little or no benefit to the surrounding communities? Are the statements in the webinar presentation about Otterpool Park being well connected based on the assumption that Westenhanger Railway Station will be a stop on HS1? Why would HS trains stop at Otterpool Park when they stop already at Folkestone and Ashford, and the residents of Otterpool Park are not expected to be commuters to London? Is the reality that Otterpool Park will become a dormitory town?</p> <p>How is it intended to provide 8,500 new homes with a sustainable water supply when Affinity Water has stated that it can provide only potable water to 1,500 of the proposed homes at Otterpool Park? Is Council Leader Mr Monk's suggestion of a desalination plant at Hythe or Folkestone still on the table? What would happen if the new residents at Otterpool Park exceed the projected unrealistic allowance of 90 litres of water per person per day?</p> <p>What new medical facilities will be available at Otterpool Park to coincide with the first new residents moving in, given that the local hospital and surgeries are at full capacity already?</p> <p>The consultation was for Phase One. This is for 8,500 homes. How many homes are proposed for subsequent phases? The website master plan shows 10,000 homes and the original proposal to Government for Garden Town status was 12,000 homes.</p> <p>I look forward to receiving your responses to the above questions.</p>	Donald Broad

Comment	Name
<p>The Phase 1 information and consultation on Otterpool was very interesting. I have one major concern and that is the access and parking for westenhanger station for those who live in the surrounding areas. The station is used by many local people and it appears that the access will be via the main high street in Otterpool . This will make their journey to the station longer and more difficult and also will increase the traffic in an area that you say is designated as a mixed area for cars and pedestrians.</p>	Sally Edwards
<p>Paddleswoth (which is the proposed reservoir for Otterpool) is only 13 megalitres, and is literally a transfer pool, from groundwater sources. The pipeline of 11Km has not been accounted for in the £30m Utilities budget. At what point does this Otterpool scheme become unviable, given that the £30 million budget will be far in excess of that cost. Will it be the Affinity Water customer paying for Otterpool Town via their water bills.</p>	Leslie Barrett
<p>First of all, I applaud the idea of encouraging people to leave their cars and use other means of active transport to get around and the plans at first glance look inspiring.</p> <p>However, it does remind me of the 1960s TV series The Prisoner, appearing to be idyllic but not easy (or in that series, impossible) to leave. The reality is that people will still want/need their cars to get around, even if there is an improved public transport system. Families and friends are more often than not widely spread geographically; a couple may decide to share a car but young adults want the freedom to drive; people have visitors and parties and therefore parking facilities need to be available. With few places to park people are not likely to choose to buy on this development! In addition, people who are less mobile physically will need their own transport. This area has steep hills and roads outside the development are not wide enough for cycle lanes. In addition, it is all very well in good weather, but heavy rain, snow and ice and increasingly strong winds make the idea of everyone on foot or bikes etc downright dangerous. It's a good thing you have included a medical centre!</p> <p>The A20 does not appear to have been seriously taken into consideration. When there is a problem on the M20, which is not rare as was suggested, the A20 quickly becomes gridlocked with large lorries and other vehicles for which it is not suited, and the traffic has to find alternative routes which, with a town this size, will very negatively affect Lympe.</p> <p>Although you talk of a community centre, there is no specific entertainment venue for music and events to entice in particular young people. There is very little in this area other than the Leas Cliff Hall in Folkestone, the Tower Theatre for amateur acts on closed Army land, or having to travel to Ashford or Canterbury, which again involves difficulties in getting home late at night. An additional venue is needed to attract touring acts etc, which would also help the local economy.</p> <p>There was no mention about housing for retirement and care for people with support needs? This would need to be near the town centre for access to shops and transport. Some years ago I saw a (fairly old) development in a built-up area (I can't remember where) but which had retirement bungalows and apartments plus a care home, close together but part of the main community, allowing people to move as the need arose without losing their local friends and neighbours. Something like this could encourage people to move out of their larger homes, thereby freeing up needed family housing. In addition, what about building housing with annexes to encourage families to care for their elderly parents while still giving both sides privacy and independence? This could apply to teenagers as well!</p> <p>With a town this size, will there be a police station?</p> <p>With the high speed train currently stopping at Folkestone and Ashford, what seriously is the likelihood of it also stopping at Westenhanger? I suspect the planners will lose this one.</p> <p>I honestly think the plan needs to be re-thought through. Being someone who was devastated when initially hearing of the possibility of this development, I would seriously prefer it not to happen at all. But I hope I am giving some constructive feedback rather than just objecting.</p>	Fiona Jarvest
<p>I have responded to the feedback request following the recent attempt to justify Otterpool and ticked the box asking to receive a reply. Some time has elapsed and nothing has appeared. In the feedback I raised questions as to why Otterpool is being proceeded with in spite of the lack of public support when this was highlighted as a primary requirement. In fact, as you may not know, there were many public gatherings to highlight their opposition to Otterpool. Also the council presentations were largely shown by any public attending to be overwhelming against Otterpool. Why has this not been taken into account?</p> <p>There are other reasons why there is no support for this unwanted scheme such as the fact that this area is in a water deficiency zone together with the fact that valuable agricultural land is being sacrificed. The infrastructure will not support the building of such a vast number of houses as evidenced by the build up of traffic on the roads even at today's level of population. Not to mention the overstretched medical services which is apparent today without the population of 10,000 further houses adding to it.</p> <p>After all is said and done were Otterpool to go ahead it would lead to a total disaster to our present green and pleasant land.</p> <p>I await the response the Otterpool justifying website promised but fear it will only further be the whitewash of public concern already exhibited by those seeking to foist this desecratory scheme on those who pay their council taxes with gritted teeth.</p>	Colin Abbott
<p>Your questionnaire implies a done deal. I do not want to see a new town, so my "preferences" don't exist.</p> <p>This is typical manipulation to try and present support for this project by denying the opportunity to voice objections. The very first question should be "Do you support the proposed town at Otterpool Park Y/N".</p> <p>The presentations concentrated on the Castle and transforming it into a park, rather than concentrating on the housing - which from the latest artists impressions more resemble a 70s sink estate rather than a green vision. The presentation also assumes that National trends - shortages of doctors, nurses, teachers will not apply to Otterpool Park. The High Speed Rail connection ignores the fact that there are already connections from Folkestone and Ashford, so adding a stop between them is unnecessary. A High speed connection also means there is little incentive for well paid jobs - workers commute to London - or for retail and entertainment facilities to open - people are less than an hour away from London theatres and shopping malls like Westfield.</p> <p>While there is a need for affordable housing for local people, and for local employment opportunities, the Councils own Strategic Plan makes plain that this development is to attract people in from elsewhere and not to provide for locals.</p>	Neil Walker

Comment	Name
<p>I live on the A20 at Newingreen opposite Holiday Extras.</p> <p>1. It is my understanding that Stanford Parish Council has secured a commitment that there will be a strip of land behind existing residences on both sides of the Westenhanger length of Stone Street (?north) to maintain their privacy and provide separation between existing and new residences/buildings. I would like to suggest that this commitment be extended to the residents of Newingreen whose residences front the A20.</p> <p>2. I would also like a commitment, as I believe Stanford has been given, that new buildings opposite Newingreen residences will consist of no more than 2 storeys.</p> <p>3. Please provide an explanation of the meaning of the dotted lines identifying the Newingreen part of the A20, where the rest of the A20 is shown as a solid black line. We have never had a proper explanation of how the extensive additional traffic this project will generate will be diverted from the A20.</p> <p>The above comments are not new and were made during 2019 (copied and pasted below): "Utility Delivery Strategy The Otterpool development is being designed to complement existing settlements." I am extremely concerned that the drawing shows a large green swathe buffer between the existing settlement of Lympne and the new development. Why is there no consideration of the existing settlements at Newingreen and Westenhanger? See 1 above.</p> <p>The drawing shows buildings up to 18m tall with no buffer proposed at all. I am advised by Julia Wallace at FHDC that the proposed location of buildings has not been confirmed and to ask to be consulted before this happens. – see 2 above, there has been no consultation.</p> <p>'Aspiring' to provide superfast broadband is not good enough. Less talk, more action, the existing supply has never been fit for purpose and needs replacement.</p> <p>Arcadis proposed a dual carriageway from J11 to Hythe turnoff and suggested that this is downgraded from a trunk road (which we have been doing since 1988 as it is residential); give us assurances that this will not remain the preferred route despite the forecast produced by the traffic modelling Arcadis says it has done.</p> <p>Let's have some transparency, please respond with meaningful answers to my questions! I have always asked for email updates but have not received one and only learned about the PhaseOne remote 'consultations' a week after the event from the Stanford notice board in Westenhanger. Timings of consultations are hopeless for working people.</p>	<p>Jane Woolford</p>
<p>Have you considered the provision of a place of worship within the development. I would love to have conversation about that in the future.</p>	<p>Gareth Webber Harbour Church</p>

Appendix 19



Otterpool Park phase one | Feedback report

Following two virtual presentations of plans for phase one at Otterpool Park, a survey was run on the Otterpool Park website to capture feedback in the initial plans. The survey went live on 26 March and closed on 7 May (2021), providing a six-week opportunity to participate.

The survey was publicised in a number of ways including articles in the Folkestone Herald and Kentish Express, via email to all those who attended the events as well as on social media.

In summary, there **69 surveys** were completed and an **additional 22 pieces of feedback** on phase one were captured which had been sent directly to us by email. During the survey period we gained **43 newsletter sign ups**.

All questions submitted during the events were answered and published on the Otterpool Park website.

The information gathered from these exercises has been shared with the Otterpool Park LLP team and its consultant partners to inform the next stage of the plan.

Key themes of comments:

- Support for incorporating co-working spaces
- Interest in having independent businesses in town centre
- Importance of medical and community facilities
- Importance of ecology and habitats
- Car-use / car-free areas

SURVEY RESPONSE SUMMARY

Sample comments about plans to focus community facilities / cafes / restaurants and shops around a town square:

“No cars, access should be pedestrianised and via bikes with public transport hubs nearby.”

“I would have liked to have seen an elongated High Street as seen in Marlborough, where there is a multi-purpose space in the middle.”

“The town square should reflect the history of the land in statues/interpretation/signage.”

“There should be well maintained public toilets and provision for cycling.”

“If shops are going to be included then they should be small independents otherwise they will bring litter and kids hanging around as is the case in Hawkinge.”

“It would be good to have a place for outdoor concerts and theatre, maybe in the town square?”

“There will need to be sufficient parking as people will still drive to/from the town square while walking between facilities. Doesn't matter how good the public transport/walking routes are, there will still be a significant number of people who choose to drive - it's quicker and often cheaper.”

Sample comments about our plans to create a mixed-use environment in the town centre, incorporating working and living.

“Every accommodation should be made to encourage people to walk/cycle to work from their house should be made, to ensure the town square area is as pedestrianised and as car free as possible.”

“Myself and my family would like to enjoy the modern feel to the place and home will be important, personally we will be working outside of the Town. However coworking space could be an advantage.”

“It depends on the types of work. If it's office space and small independent shops with living space above then this will encourage families.”

“Makes use of the space better. It works in Milton Keynes, e.g. starter/small family homes on the same roads as the shopping district.”

“Flexible working space would be useful considering many companies are choosing to close their offices following the pandemic. These companies would be likely to hire "hot desks" or small offices maybe once a week or so, so staff can meet in person occasionally and have face to face meetings.”

Sounds good. It would be great to have to opportunity for local people to set up co-housing projects in the new town.

Do you think the open space strategy provides an appropriate range of spaces and activities. If not what would you like to see?

Yes 48%

No 17%

Maybe 35%

- More cycle lanes
- Access to local amenities in other towns eg Hythe

- Heritage trails
- Gardens, allotments
- Green, bio-diverse space. Habitats for red listed breeding birds
- Adult exercise equipment
- Provision for young adults and teenagers
- Outdoor swimming

Westenhanger Castle Park - how important are 1. Natural spaces. 2. Play areas 3. Formal areas for sports. 4. Informal areas for activities. 5. Quiet areas for seating and walking

Most important: natural spaces (74%)

Least important: formal areas for sports including cricket and football (54%)

Sample comments:

- Should celebrate the history of the castle
- Pleased to see Tudor walled garden reinstated and moat flooded
- Be great to have a good restaurant there and maybe a night club
- Playground for children of all ages and abilities for inclusivity would be fantastic for the area

Thinking about a town centre you might like to live in, work in or visit on the next 5-10 years, how would you prefer to get around or travel (tick all that apply)

- Walk 30%
- Pedal bike 19%
- Public transport 17%
- Car 13%
- E-bike 10%
- E-scooter 6%
- Scooter 3%
- Other 2%

In comparison to your travel habits before Covid19, do you see yourself using public transport more or less in the future?

- Less 45%
- Same 38%
- More 17%

Do you think that the town centre should be carless?

- Yes 59%
- Unsure 21%
- No 20%

Sample comments:

- We need to be realistic
- There should be limits on cars – close streets in evenings for on-street dining
- Some European cities manage it
- Carless but with parking on the edge of the town commercial area
- Need to consider access for those with disabilities
- I don't think carless would be inclusive
- Maybe move towards this in the future

Do you feel that the mix of housing and their design principles and character are right?

Example comments:

"I think the housing should reflect the heritage of the site where sensible. Could there even be a Tudor housing area design?"

"It's important not to go too 'model town' - houses that draw upon the character and history of the area, with modern features, would be preferred."

"I need more information regarding the type of housing especially the sustainability of them."

"More social housing , affordable and adapted housing for the disabled would be important."

"Extremely boring and looking very flimsy. Hope they are up to lasting at least 10 years."

"The town looks very built up in comparison to the neighbouring villages so I'm not too sure it's in keeping with the area especially Sellindge, Hythe and Lympne."

"No too may blocks of flats/apartments that will confine children."