

Canterbury City Council

Draft Infrastructure Delivery Plan

Supporting Evidence for the Examination into the draft Canterbury District Local Plan



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Draft Infrastructure Delivery Plan

Introduction

1. The draft Local Plan sets out a significant level of development for the Plan period to 2031. Ensuring that proposed development is supported by adequate public infrastructure is fundamental to achieving the wider social, environmental and economic goals of the draft Canterbury District Local Plan to 2031 and the Council's Corporate Plan objectives.
2. The delivery of necessary infrastructure at this scale can only be achieved through plan-led development. The City Council has been working with a wide range of organisations, including KCC, Highways Agency, Natural England, utilities providers, amongst others to understand the need for new infrastructure through the period of the Local Plan, so that a robust Infrastructure Delivery Plan (IDP) is produced.
3. This long term partnership working has sought to assess the quality and capacity of all key infrastructure in the district. This includes infrastructure such as schools, roads, sewers, education and health provision and open space. The City Council has sought to understand the ability of such infrastructure to meet the demands placed upon it in the future.
4. The draft Infrastructure Delivery Plan summarises the required new and enhanced infrastructure projects. It identifies broad time periods for delivery, the nature of the priority, the key delivery partners and the likely costs of projects. The infrastructure projects listed include some funded by the public finances, by private sector companies and other organisations, as all sectors contribute to delivering the infrastructure that is required through the draft Local Plan.
5. The IDP sets out the relationship between the draft Local plan and the draft Transport Strategy. However, other areas, such as Education, also have significant future requirements to serve the development proposed in the draft Local Plan.
6. This schedule does not include projects which are already funded and under construction, unless they are directly related to the Plan's infrastructure requirements.

7. The infrastructure provision that is required to serve the development set out in the draft Local Plan has been subject to viability testing by Adams Integra (CDLP 11.2 – 11.5).
8. The Council is intending to prepare a draft Community Infrastructure Levy schedule in the near future, following quickly the draft Local Plan, if the principles set out in the draft Plan are agreed.

Planning for Infrastructure

9. The draft Local Plan sets out the proposed approach to infrastructure funding. In simple terms, the draft Plan (para 1.77) indicates that, based on the research undertaken so far, the Council is proposing to use s106 Agreements, bonds and other mechanisms to deliver key infrastructure on strategic development sites. It is envisaged that the infrastructure, affordable housing and other requirements on larger sites will be significant, so the Council is considering whether a “nil CIL” should be applied to those sites. On smaller allocated sites, or non-allocated sites that come forward as “windfalls”, CIL would then be used to fund other projects which are considered important to the implementation of the wider planning strategy, such as traffic management improvements and open space provision. The Council will keep this position under review as the Community Infrastructure Levy (CIL) is prepared and infrastructure planning moves forward.
10. After considerable research and assessment (including Sustainability Appraisal and Habitat Regulations Assessment, transport modelling, viability assessment and so on), the draft Local Plan identifies a series of strategic sites as the best means by which to deliver the key infrastructure for the district.
11. The purpose of this IDP document is to set out the infrastructure investment that has been identified as being required over the Local Plan period, related to the proposed levels of development. The IDP sets out an assessment of the likely required infrastructure improvements, including what, where and when new infrastructure is likely to be required, as well as further details such as the estimated costs and known and potential delivery partners.

12. The process of planning for infrastructure has been iterative. Opportunities for a variety of developments and the implications for infrastructure have been discussed with partner organisations over several years. A list of the key organisations is provided at the end of this document.
13. The Infrastructure Delivery Plan is a supporting document to the Local Plan. It is intended to be a working document, to be reviewed and amended as necessary as infrastructure is delivered, opportunities for new development are presented and as pressures change over time.
14. This document identifies a wide range of infrastructure required to support the development proposed in the draft Local Plan, including:
 - Affordable housing
 - Public transport measures
 - Walking and cycling measures
 - New/improved roads
 - Employment land provision
 - Education and social provision
 - Health Facilities
 - New open space provision
 - Ecology and Biodiversity requirements
15. The need to achieve 30% affordable housing across the mix of developments is set out in the draft Local Plan, together with a proposal for commuted payments below the site threshold. Therefore, whilst the need to deliver affordable housing has a direct impact on delivering the objectives of the draft Local Plan goals and budgets and development viability, there is only a brief summary position set out in the draft Infrastructure Delivery Plan.

16. The cumulative cost impacts of affordable housing along with infrastructure requirements have been considered as part of the development of the Council's Community Infrastructure Levy work and the viability assessment work undertaken by Adams Integra, and will be reviewed through viability testing for specific developments.
17. This document outlines the infrastructure requirements that correspond to the sustainability objectives and level and distribution of growth set out in the draft Local Plan up to 2031.
18. In assessing the infrastructure schedule, projects have been identified through assessments of the policies and allocations in the draft Local Plan. Additional work has been ongoing on assessing existing provision and identification of requirements and possible shortfalls in current infrastructure provision. Some of these requirements and shortfalls have been identified over a number of years. All infrastructure proposals have demonstrated links to national or local guidance and standards and/or direct links to the Corporate Plan/Local Plan objectives as set out below and the Council's draft Transport Strategy:
 - Supporting economic growth
 - Homes in the right places
 - Tackling congestion
 - Tackling disadvantage
 - Clean and green environment
19. The Council has also taken account of Kent County Council's infrastructure delivery planning requirements, and has worked closely with KCC on the viability assessment work.

Funding and Delivery

20. Infrastructure to support growth identified in the draft Local Plan will be funded from a number of sources including developer contributions, the Community Infrastructure Levy and Government spending and grants (such as the South East Local Enterprise Partnership).

21. The research and viability assessment work for this IDP indicates that a combination of public funding, development funding via s106 and CIL, and specific grant aid programmes should be sufficient to meet potential total infrastructure costs in the Plan period.
22. To be acceptable, planning obligations and CIL requirements need to be:
 - necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
23. The Council considers that all the requirements set out in this paper are necessary to be able to properly implement the draft Local Plan. Any decision regarding the priorities for infrastructure will be considered at the application stage.
24. The Infrastructure schedule includes costs for projects. Where possible projects have been costed based on design-driven quantities or on benchmarks and comparable projects. The schedule provides an indication of potential partners in delivery and possible funding partners.
25. The projects listed are directly linked to the needs of new development. This infrastructure will be delivered through developer obligations; for example, via s106 or s278 conditions and agreements. There is also some provisional funding (£5.9million) from the Local Enterprise Partnership for the new Sturry Crossing. As this infrastructure is to be delivered primarily through the development of the identified strategic sites, it is proposed in the draft Local Plan that these sites should be zero CIL. The viability assessments for Community Infrastructure Levy have taken into consideration a residual site infrastructure cost to account for this.
26. For additional infrastructure, including some specific localised projects (such as public space improvements) funding will come from a number of potential sources. The principle source of this will be Community Infrastructure Levy, but could also be supported by specific central government grants (where available) and private sector delivery.

27. The schedule indicates where infrastructure funding contributions may be sourced from s106 and CIL. The CIL receipt is estimated to be in the order of £20 million (subject to further CIL evidence and consultation). It is anticipated that the CIL rate could be increased significantly as the economic recovery continues and informal advice from Adams Integra is that an upward review of the proposed CIL charge is justified. If the proposed CIL charge were to be raised from £40sqm to £60sqm, the total CIL receipt would be likely to total in the region of £30m. As mentioned above, in combination with development contributions via s106 and direct provision of infrastructure on strategic sites, it is considered that the overall infrastructure programme set out in the draft Local Plan and IDP can be fully implemented.
28. The ongoing work of delivering needed infrastructure will involve continued partnership working and coordination. The Council is bringing together a team of officers, which will be responsible for coordinating project requirements and delivery. This will include officers from Planning Policy, Development Management, Transport, Housing, Regeneration, Economic Development, Estates and other relevant sections as needed.
29. Where appropriate the delivery team will work with developers and other infrastructure providers to pursue opportunities for funding and financing and ensure development is accompanied by the required services and infrastructure.

Key Infrastructure

30. Paragraph 12 sets out the key infrastructure required to support the implementation of the draft Local Plan
31. The table below sets out the general requirements for infrastructure through the Plan period. The detailed requirements for Transport and Open Space are set out later in the document.

Schedule of Local Plan Key infrastructure				
Theme	Requirements/Projects	Nature of Provision	Funding/Known and potential partners	Phasing
Transport	The transport requirements are set out in the draft Canterbury District Transport Strategy (2014-2031). Further details are provided separately below.	Requires the provision of a range of transport measures to serve development and to address congestion and air quality issues.	See Transport Strategy schedule.	Through the Plan period.
Open Space	The open space requirements are set out in the Council's draft Open Space Strategy 2014. Further details are provided separately below.	Requires provision of different types of open space to meet the recreational and needs of future residents of the area, and to protect and enhance biodiversity.	See Open Space schedule.	To be provided as each site is developed.
Employment Land	The draft Local Plan identifies 118,000sqm of mixed employment floorspace on strategic sites and a number of smaller areas/sites for employment (some linked to the strategic sites and some "stand-alone" sites)	The employment land on the strategic sites needs to be provided in a serviced form alongside new housing development. Employment land-only sites can come forward at any point in the Plan period, subject to the acceptability of individual proposals.	Serviced sites need to be provided by the developer in partnership with a relevant commercial developer as appropriate.	Needs to be phased through the period of the Local Plan in parallel with and to serve housing development.

Affordable Housing	The draft Local Plan includes a requirement for 30% affordable housing on all sites of 7 or more units. On smaller sites, either an on-site provision or a financial contribution based on the formula set out in the draft Plan, will be required.	Affordable housing is to be provided as part of the development mix of the site.	Affordable housing is to be fully funded by the developer; other funding may be available from HCA or other providers.	Affordable housing shall be provided as an integral part of each phase of development.
Education (KCC)	Primary Education	South Canterbury – 2 x new 3FE Primary School (£21m)	KCC/site developers via s106/CIL as appropriate.	Through Plan period.
		Herne Bay - new 3FE Primary School (£10.5m)		
Sturry and Marshside - new 1 FE Primary School (£4.5m)				
	Secondary Education	New 6FE provision plus expansions at existing schools in Canterbury (£18.6m)	KCC/site developers via s106/CIL as appropriate.	2021-31.
Community Learning (KCC)	Community Learning	Enhancements to existing services (£536,222)	£6,799 committed from previous planning permissions. Balance to be met by KCC/site developers via s106/CIL as appropriate.	Through Plan period
Adult Social Services (KCC)	Assistive Technology in Canterbury	Telecare provides electronic and other resources to aid	Partially funded from previous development	Through Plan period

		independence including falls, flooding or wandering alarms, secure key boxes and lifeline (£180,000).	(£100,000). Balance to be met by KCC/site developers via s106/CIL as appropriate.	
	Enhancing/adapting existing community facilities to enable additional clients to participate in community life and remain active in Canterbury	Building community capacity through improving community facilities, primarily in rural areas (£576,171)	Partially funded from previous development (£98,256). Balance to be met by KCC/site developers via s106/CIL as appropriate.	Through Plan period
	Contributions to ensure that community facilities buildings are suitable for use by commissioned service providers to deliver services to additional FSC clients – south Canterbury; Sturry/Broad Oak; Hillborough.	On site access to main community building to ensure FSC clients have full access – Canterbury (£262,407); Sturry/Broad Oak (£96,592); Hillborough (£107,484).	KCC/site developers via s106/CIL as appropriate.	Through Plan period
	Wheelchair Accessible Housing in Canterbury	5% affordable housing built to wheelchair accessible standards to enable people with physical disabilities live in suitable accommodation.	On site build by developer.	Through Plan period.
Libraries (KCC)	Enhancements to existing library services	Canterbury (£888,290), Whitstable (£228,106), Herne Bay (£664,7010), Sturry (£168,4903) and Swalecliffe (£20,419), and Canterbury Mobile Library	KCC/site developers via s106/CIL as appropriate.	In Plan period.

		(£253,374).		
Youth Services (KCC)	Canterbury Youth Service	Enhancements to existing services (£172,944)	£4,494 committed. Balance to be met by KCC/site developers via s106/CIL as appropriate.	In Plan period.
	Riverside Youth Centre Expansion	New-build Leisure Centre with Canterbury City Council plus the provision for additional youth work sessions (£161,114)	Partially funded from previous development (£120,637). A further £40,110 currently under negotiation.	2014-20.
Water supply	This issue has been addressed through the Water Resources South East and Water Resources Management Plan processes. The housing and other proposals set out in the draft Local Plan were provided as part of the WRSE modelling work and the preparation of the WRMP. These processes concluded that there is sufficient water supply to meet future demand in the area, subject to certain new supply measures, including a new reservoir at Broad Oak, although this is not scheduled until just beyond the period of the draft Local Plan. The necessary measures will be funded through the South East Water and Southern Water regular investment programme. Developers will need to agree/fund new connections to the water supply network directly with South East Water or Southern Water, as appropriate.			
Wastewater/ sewerage	The following sites require a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water. The developments should also ensure future access to the existing sewerage infrastructure for maintenance and upsizing	Southern Water has a statutory duty to serve new development and is committed to providing the right infrastructure in the right place at the right time. Depending on the exact location of development, this is likely to include improved local sewers and water mains, and potentially strategic assets such as trunk	To be funded wholly by site developers (and SWS, where appropriate, through the regular investment programme).	To be phased in parallel with development, in agreement with Southern Water.

	<p>purposes:</p> <p><u>SP3 Strategic sites</u></p> <p>Site 1 – South Canterbury (connection likely to be direct to Canterbury/Sturry WTW) Site 4 – Herne Bay Golf Course; Site 5 – Strode Farm, Herne Bay; Site 6 – Greenhill, Herne Bay; Site 7 – Thanet Way, Whitstable; Site 8 – Hersden; and Site 9 - Howe Barracks.</p> <p><u>HD1 sites</u></p> <p>St Martin’s Hospital, Canterbury; Spires, Hersden; and Barham Court Farm, Barham.</p> <p>Bullockstone Road and Strategic site 10 (Ridlands/Langton/Hospital) need to meet the connection requirement only.</p> <p>Bakers Lane, Chartham needs</p>	<p>sewers, pumping stations and treatment works.</p> <p>However, it is not possible to identify, in a complete and precise manner, all water and wastewater infrastructure schemes required up to the end date of the Local Plan (i.e. 2031). Instead, investment schemes will be identified and delivered in parallel with development through the water industry’s regulatory price review process on a five year investment plan basis.</p>		
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	to meet the future access requirement only.			
Habitat Regulations mitigation measures	Increased wardening at the Thanet Coast and North Kent Marshes/The Swale and related mitigation measures	<p>Thanet Coast: existing wardening programme established by Thanet District Council. Proposal (agreed by Thanet District Council) is that this programme is extended into parts of Canterbury district, so as to avoid any significant effect on sensitive designated coastal areas.</p> <p>North Kent: proposals for long-term monitoring/wardening.</p>	<p>Thanet coast: extension to the wardening programme would be funded by developers of sites within the Zone of Influence as set out in the Council's evidence. The proposed contribution per dwelling would vary, but it is likely to average £569 per dwelling.</p> <p>North Kent: development contributions to wardening from development of sites within the Zone of Influence defined by North Kent Environment Group, estimated at £250 per dwelling.</p>	Contributions will need to begin as developments begin, to extend the Thanet Coast Project and support the North Kent project as soon as possible to ensure that any significant effects from new development are properly mitigated.
Health facilities	Hospital provision	The draft Local Plan contains a provision (Policy SP3) to support the re-location of the existing Kent & Canterbury Hospital to the new South Canterbury site to provide a more modern facility with close access to the A2. In part, this is dependent on the	To be funded through NHS budgetary arrangements.	Any relocation of the Hospital would not be likely to take place until the latter part of the Plan period.

		outcomes from ongoing NHS consultation on the future structure of hospital services across parts of Kent.		
	Medical centres/doctor's surgeries	The draft Local Plan (on the advice of the previous PCT and the Clinical Commissioning Group) does not include specific allocations for particular elements of medical facilities. This is because the nature of this provision, and that it can be delivered by a range of different service providers. Instead, the draft Plan contains a policy which supports the provision of new medical facilities, subject to the relevant design policies of the draft Plan (Policy QL10). Policy QL8 commits the Council to seeking to ensure that, where specific new facilities are deemed to be necessary, that they are secured through legal agreements.	To be funded through NHS budgetary arrangements.	To be provided as required as each site is developed.

32. It should be noted that, in some cases, precise requirements for site infrastructure cannot be identified at this stage. These will need to be finalised at the time of individual development applications.

Canterbury District Transport Strategy (2014-2031)

Background

33. The Canterbury District Transport Strategy is a joint document of Canterbury City Council (the Local Planning Authority) and Kent County Council (the Local Transport Authority) and has been prepared to provide the transport policy framework for the Canterbury district to the year 2031.
34. Extensive public consultation has been undertaken on the draft strategy and all comments and representations considered by both Authorities. It was agreed, following this process, that 64 changes be made to the draft strategy and these are detailed in Addendum 1.
35. The revised draft version was approved by Canterbury City Council on 22nd October and Kent County Council on 3rd November 2014. The strategy will be formally adopted following the completion of the Local Plan process.

Transport Strategy Approach

36. The Canterbury district contains the historic city of Canterbury, the coastal towns of Whitstable and Herne Bay and numerous rural village communities. Each of these areas has different transport needs and challenges and the strategy aims to provide a balanced approach to meet these and to provide the most appropriate solutions for the district as a whole.
37. The main objectives of the strategy are to:

- To provide a detailed policy framework for the district which is consistent with national and regional transport policies including Kent County Council’s draft transport plan “Growth without Gridlock in Kent and Medway (GwG)”.
 - To support Canterbury City Council’s Local Plan taking into account committed and proposed levels of development.
 - To identify the transport improvements and solutions that are required to tackle existing problems and to support and accommodate the predicted increase in travel demand.
 - To identify a funding and delivery mechanism for the identified transport improvements and actions.
38. The Canterbury District Local Plan proposes approximately 15,600 new homes and 6,500 new jobs by 2031 and the transport strategy provides the framework for the transport network to support this growth and tackle existing challenges.
39. The headline aim of the strategy is “to improve access to services, goods and opportunities and tackle the negative impacts of traffic by promoting sustainable modes of transport, achieving reliable vehicle journey times and supporting sustainable development”.
40. The strategy also aims to protect the historic environment in the city of Canterbury and retain the distinctive character of the coastal towns and rural communities.
41. Part of the evidence base for the strategy is a ‘VISUM’ Transport Model. The model has been used to forecast the increase in travel demand and traffic growth from a base year (2008) for future scenarios:
- a) Background traffic growth to 2031 with existing planning consents and proposed transport measures – this is referred to as the ‘Do Minimum’ scenario.
 - b) As a) plus all development and transport measures proposed in the Local Plan Preferred Option – this is referred to as the ‘Do Something’ scenario.
42. The model forecasts that in the Do Minimum scenario, travel demand (person trips) would increase up to 17% and traffic growth (vehicle trips) would increase by 18%.

43. In the Do Something scenario, travel demand would increase up to an additional 13% and vehicle trips by an additional 10%.
44. The Transport Strategy contains 4 key strands to reduce these increases, improve journey time reliability and meet the target that traffic levels in the centre of Canterbury do not increase by 2031.]
45. Those strands, including the aims and a summary of the main actions, are as follows:

Encouraging Sustainable Travel

Aim: Encourage the use of alternative modes of transport as an alternative to the private car

Actions

- New walking and cycling routes
- Safer cycling initiatives
- Public realm improvements
- New 20mph zones
- Extend bus services and increase frequencies
- Reduce the relative cost of bus travel compared with driving
- Fast bus route from South Canterbury
- Complete the Sturry Road bus lane
- Bus priority measures on Old Dover Road, New Dover Road, Wincheap, Borstal Hill
- Improve rail provision on High Speed and North Kent Mainline routes
- Increase parking provision at Canterbury West and Sturry Stations

Car Parking Strategy

Aim: Manage the availability of car parking to balance the impact of car use with the need to provide access to services and opportunities

Actions

Increase Park and Ride capacity in Canterbury
Gradual reduction in city centre parking capacity
Use parking tariffs to encourage use of Park and Ride and sustainable transport
Provide a Park and Ride for Whitstable

Managing the Network

Aim: Achieve reliable journey times across the transport network

Actions

A2 Interchange at Bridge
Sturry relief road
Herne relief road
A2 off-slip road at Wincheap and an A28 Wincheap Relief Road
A28-A257 Barracks link road
Extend the use of Intelligent Traffic Systems and Urban Traffic Management and Control

Reducing the Demand to Travel

Aim: Reduce the overall number and length of journeys undertaken

Actions

Mixed use development
Increase car sharing
Increase home-based working
Establish a Car Club in Canterbury
Robust travel plans

These actions will provide additional capacity for all modes of transport, making goods and services more accessible to all, whilst also providing the means to reduce the need to travel.

Transport Infrastructure Funding

46. The total cost of the transport infrastructure (excluding on-site development works) has been estimated to be in the region of £122 million.
47. The vast majority of this funding (approximately 65%) will be secured by Section 106 agreements as the infrastructure is directly related to strategic site allocations.
48. Other significant funding sources will include Kent County Council who, as the Local Transport Authority, will draw down funding either direct from the Department for Transport or via the Local Enterprise Partnership. Centrally allocated funding schemes at the current time include Local Transport Plan funding, the Local Sustainable Transport Fund and the Single Local Growth Fund.
49. The Community Infrastructure Levy (CIL) will be used to cover the identified shortfall in funding for district wide transport improvements.
50. The draft transport strategy contains outline estimates for all the actions and further information including an explanation of the anticipated funding sources is provided in the transport infrastructure funding table below:

Theme	Name and location of project or programme	Period of delivery	Total estimated cost	Secured (S) and Anticipated (A) funding sources	Delivery Partners
Transport	A2 Wincheap off-slip road	2014-2031	£5,000,000	S106 £4,000,000 (A) KCC £1,000,000 (A)	KCC, CCC, HA
Transport	A28 Wincheap relief road	2014-2031	£2,000,000	S106 £1,000,000 (A) KCC £1,000,000 (A)	KCC, CCC
Transport	A2 Bridge interchange	2014-2031	£26,400,000	S106 £26,400,000 (A)	KCC, HA
Transport	A28 to A257 relief road	2014-2031	£1,000,000	S106 £1,000,000 (A)	KCC
Transport	Sturry relief road	2014-2031	£28,600,000	S106 £22,700,000 (A) SLGF £5,900,000 (S)	KCC, NR
Transport	Herne relief road (off-site)	2014-2031	£3,000,000	S106 £3,000,000 (A)	KCC
Transport	Intelligent transport systems	2014-2031	£500,000	CIL £100,000 (A) KCC £400,000 (A)	KCC
Transport	Investigate signalising ring road roundabouts	2014-2031	£1,600,000	CIL £200,000 (A) KCC £800,000 (A) S106 £600,000 (A)	KCC, CCC

Transport	North Canterbury traffic management improvements	2014-2031	£500,000	CIL £100,000 (A) LSTF £400,000 (S)	KCC, CCC
Transport	A28 Military Road traffic management changes	2014-2031	£50,000	KCC £50,000 (A)	KCC, CCC
Transport	London Road/Rheims Way junction improvements	2014-2031	£100,000	KCC £100,000 (A)	KCC, CCC
Transport	Public realm improvements	2014-2031	£9,060,000	CIL £1,500,000 (A) KCC £600,000 (A) S106 £1,000,000 (A) CCC £2,980,000 (A) HLF £2,980,000 (A)	KCC, CCC, EH
Transport	Street lighting improvements	2014-2031	£200,000	CIL £100,000 (A) KCC £100,000 (A)	KCC, CCC
Transport	Improvements to subways in Canterbury	2014-2031	£100,000	CCC £100,000 (S)	KCC, CCC
Transport	Pedestrian signage improvements	2014-2031	£255,000	CIL £100,000 (A) KCC £50,000 (A) CCC £105,000 (S)	KCC, CCC

Transport	Canterbury cycle routes	2014-2031	£1,700,000	S106 £250,000 (A) CIL £650,000 (A) KCC £220,000 (A) CCC £290,000 (A) Sustrans £290,000 (A)	KCC,CCC
Transport	Whitstable cycle routes	2014-2031	£3,000,000	CIL £250,000 (A) KCC £100,000 (A) CCC £325,000 (A) Sustrans £325,000 (A) Private £2,000,000 (A)	KCC,CCC, Crab & Winkle Trust
Transport	Herne Bay cycle routes	2014-2031	£150,000	CIL £75,000 (A) CCC £37,500 (A) Sustrans £37,500 (A)	KCC, CCC
Transport	Inter-Urban cycle routes	2014-2031	£2,900,000	S106 £500,000 (A) CIL £1,200,000 (A) KCC £300,000 (A) CCC £450,000 (A)	KCC, CCC

				Sustrans £450,000 (A)	
Transport	Cycle parking, signing and promotion	2014-2031	£350,000	KCC £175,000 (A) CCC £175,000 (A)	KCC, CCC
Transport	Cycle Counters	2014-2031	£85,000	KCC £45,000 (A) CCC £40,000 (A)	KCC, CCC
Transport	South Canterbury fast bus link (off-site)	2014-2031	£2,400,000	S106 £2,400,000	KCC, CCC
Transport	Fast bus link fare subsidies	2014-2031	£1,900,000	S106 £1,900,000 (A)	KCC, CCC, Bus Operator
Transport	Bus Priority Measures Canterbury	2014-2031	£1,600,000	S106 £1,000,000 (A) CIL £200,000 (A) KCC £400,000 (S)	KCC, CCC, Bus Operator
Transport	Bus Priority Measures Whitstable	2014-2031	£200,000	CIL £200,000 (A)	KCC, CCC, Bus Operator
Transport	Bus Stop Infrastructure	2014-2031	£555,000	CIL £250,000 (A) KCC £170,000 (A) CCC £135,000 (A)	KCC, CCC, Bus Operator
Transport	Smart Ticketing	2014-2031	£50,000	KCC £25,000 (A)	KCC, Bus

				Bus Operator £25,000 (A)	Operator
Transport	Rail improvements	2014-2031	£3,600,000	S106 £750,000 (A) KCC £70,000 (A) CCC, £40,000 NR/TOC £240,000 NSIP £2,500,000 (A)	KCC, CCC, NR, TOC
Transport	Expand Sturry Road Park & Ride and create new access	2014-2031	£800,000	CIL £400,000 (A) S106 £400,000 (A)	CCC
Transport	Wincheap Park and Ride	2014-2031	£6,000,000	S106 £6,000,000 (A)	CCC
Transport	Expand and relocate New Dover Road Park & Ride	2014-2031	£5,000,000	S106 £5,000,000 (A)	CCC
Transport	Whitstable Park & Ride	2014-2031	£3,000,000	CIL £1,500,000 (A) KCC £500,000 (A) S106 £500,000 (A) CCC £500,000 (A)	KCC, CCC, Bus Operator
Transport	Establish a Car Club in Canterbury	2014-2031	£500,000	S106 £500,000 (A)	KCC, CCC
Transport	Additional Roadside Emissions Testing	2014-2031	£20,000	CIL £20,000 (A)	KCC, CCC

Transport	Interactive Speed Management Measures	2014-2031	£85,000	KCC £85,000 (A)	KCC
Total Transport Infrastructure Cost (excluding on-site development requirements)			£112,260,000		

Funding Provision Breakdown

Source	Estimate Sum
S106 Agreements	£78,900,000
KCC (LTP, LSTF, SGF)	£12,490,000
CCC	£5,177,500
Other : NR, TOC, BO, HLF, Sustrans	£6,847,500
Private	£2,000,000
Community Infrastructure Levy	£6,845,000
TOTAL	£112,260,000

Glossary

CIL: Community Infrastructure Levy

KCC: Kent County Council

HA: Highways Agency

CCC: Canterbury City Council

S106: Section 106 Agreement

LTP: Local Transport Plan Funding

LSTF: Local Sustainable Transport Fund

SLGF: Single Local Growth Fund

NR: Network Rail

TOC: Train Operating Company

BO: Bus Operator

HLF: Heritage Lottery Fund

NSIP: National Station Improvement Programme

EH: English Heritage

Infrastructure Delivery and Phasing

51. Public consultation carried out on the draft Transport Strategy revealed one of the main concerns to be how and when the main transport infrastructure components would be delivered.
52. Detailed discussions are on-going between the developers of proposed strategic allocation sites and Kent County Council and Canterbury City Council in order to progress the infrastructure delivery agreements.
53. A description of the anticipated delivery processes and the main conditions for legal agreements relating to the four main transport infrastructure projects, is given below:

A2 Interchange at Bridge, fast bus link, relocated and expanded Park & Ride

54. These transport components will be secured by way of Section 106 agreements and funded by the developer of the South Canterbury strategic site allocation (Policy SP3, site 1).
55. The Section 106 agreement/s will contain development thresholds, agreed by both Kent County Council (as Local Transport Authority) and the Highways Agency, which will specify the maximum number of unit completions that will be permissible prior to the delivery of each of these components. A phased delivery of these transport infrastructure components will be considered where appropriate.

Sturry Relief Road

56. This will be secured by way of Section 106 agreement/s and funded primarily by the developers of the Sturry/Broad Oak strategic allocation (Policy SP3, site 2) along with a contribution from the developer of the land north of Hersden (Policy SP3, site 8).
57. A contribution of £5.9 million from the Single Local Growth Fund has also been secured through the Local Enterprise Partnership for this project.

58. The Section 106 agreement/s will contain development thresholds, agreed by Kent County Council (as Local Transport Authority) which will specify the maximum number of unit completions that will be permissible prior to the delivery of each of these components. A phased delivery of transport infrastructure components will be considered where appropriate.

Herne Relief Road

59. The section of the relief road within the identified boundary of the Strode Farm development (referred to as the on-site section) will be provided by that developer under a Section 106 agreement.

60. The off-site section will be secured by way of Section 106 agreements and funded by the developers of the following strategic site allocations: Strode Farm (Policy SP3, site 5), Herne Bay Golf Club (Policy SP3, site 4), Hillborough (Policy SP3, site 3).

61. A funding agreement based on a signed Memorandum of Understanding will set out the level of financial contribution to be provided by each of the developers based on the traffic generation from each of the allocations that will use the relief road.

62. All the Section 106 agreements will include development thresholds, agreed by Kent County Council (as Local Transport Authority) which will specify the maximum number of unit completions that will be permissible for each of the strategic site allocations prior to the delivery of the relief road. An appropriate phased delivery of the relief road will be considered.

A2 Off-Slip at Wincheap, A28 relief road and expanded Park and Ride

63. Canterbury City Council (CCC) owns the land over which the route for the A2 off-slip road is proposed, as well as owning a significant part of the wider Wincheap estate.

64. CCC will be appointing a development partner in due course in order to redevelop the Wincheap estate as a satellite retail area of Canterbury city (Policy TCL7). Viability studies have shown that the cost of this transport infrastructure is affordable as part of the overall redevelopment of the estate.
65. It is anticipated that the delivery of these transport infrastructure components will be secured by way of Section 106 agreements.
66. The Section 106 agreement/s will contain development thresholds, agreed by both Kent County Council (as Local Transport Authority) and the Highways Agency, which will specify the maximum number of unit completions that will be permissible prior to the delivery of each of these components. A phased delivery of these transport infrastructure components will be considered where appropriate.
67. Funding will also be sought from the Single Local Growth Fund as a contribution towards the delivery of A2 off-slip road.

Canterbury Open Space Strategy (2014-2020)

Background

68. The Canterbury Open Space Strategy is a document of Canterbury City Council and has been prepared to provide the open space policy framework for the Canterbury district to the year 2020.
69. Extensive public consultation has been undertaken on the draft strategy and all comments and representations are being considered by the Authority. It is proposed, following this process, that a number of changes be made to the draft strategy, but none of these directly affect the provisions of this draft IDP. The proposed changes are being presented to Committee in November and December 2015 for approval.
70. Once approved, the changes will be implemented and the strategy will be formally adopted following the completion of the Local Plan process.

Open Space Strategy Approach

71. The Canterbury district contains the historic city of Canterbury, the coastal towns of Whitstable and Herne Bay and numerous rural village communities. The Open Space Strategy aspires to provide high quality open space, to protect new and existing open space, to enhance and promote open space for the benefit of Canterbury District residents and visitors.
72. It is recognised that open space is essential for the health and wellbeing of the human population and for wildlife. Amenity and green open spaces are key components for building healthy communities and wherever possible, all areas of the district should have open spaces at their core.
73. Increase in development requires appropriate allocation of new open space. The resulting increase in population puts pressure on existing open space. As pressure on open space grows the importance of identifying and providing high quality, often multi-functional open space that will be valued by all members of the community is critical. The strategy aims to provide a balanced approach to meet these needs and to provide the most appropriate solutions for the district as a whole.
74. The main objectives of the strategy are to:
 - To provide a detailed policy framework for the district which is consistent with open space national guidelines and best practice.
 - Support Canterbury City Council's Local Plan taking into account committed and proposed levels of development and to show the requirement for open space within the Canterbury district.
 - Provide detailed audit, assessment and analysis (by type) of open space within the District using national policy and nationally recognised open space standards, including Fields in Trust, PPG17, Sport England, Play England, ANGST and CABE guidance.
 - Identify open space priorities, enhancements for existing open space, and solutions that are required to support and accommodate the predicted increase in open space demand.
 - Identify open space requirements and solutions to address identified 'gaps in provision'.

- Provide a basis for a funding and delivery mechanism for the identified open space requirements, improvements and actions.
- Provide a basis for community engagement and partnership working to deliver the actions of the strategy.
- Provide best practice guidance for the provision of public open space in new developments

75. The Canterbury District Local Plan proposes approximately 15,600 new homes and 6,500 new jobs by 2031. The Open Space Strategy recognises that this level of development will have a significant impact on existing open space, that new open space will be required, and provides the mechanism for calculating how much new open space will be required to meet the increased demand.

76. The headline vision of the strategy is *“to develop and interconnected network of diverse, high quality open spaces which meet the needs of local people and make a significant contribution to tailing the quality of life for all residents and visitors to the Canterbury district”*.

77. The strategy also aims to protect the historic environment in the city of Canterbury and retain the distinctive character of the coastal towns and rural communities.

78. The audit and analysis for open space has been carried out using widely recognised best practice to determine the district’s current level of open space provision and identify deficiencies in provision (Gaps in provision).

79. The Open Space Strategy uses PPG 17, widely recognised as best practice, to categorise open space. Open space is defined by primary function (typology), although it is recognised that many open spaces serve a multifunctional role. The open space typologies used are as follows:

- Parks and Gardens
- Green Corridors
- Amenity greenspace

- Semi natural
- Allotments
- Civic Space
- Beach
- Equipped play areas
- Cemeteries

80. Open space priorities are identified and defined through a series of 'Priority Lists'. In addition the Open Space Strategy Action Plan sets out the aims and actions as follows:

Provide high quality open space

Ensure new and enhanced open space and play areas are designed to best practice standards
 Increase biodiversity on existing sites
 Build biodiversity into new open space provision
 Retain Green Flag / In Bloom status in awards at 3 sites
 Retain 3 Coastal Awards for beaches

Provide quality open space fit for purpose

Ensure open space on new development is appropriately and sympathetically designed
 Ensure crime prevention in design of open space
 Inclusive equipment in all new and refurbished play areas
 Review outdoor sports provision following updated Sport England guidance
 Develop mini / adult / junior football in the 3 urban centres through partnership working
 Develop Synthetic Turf Pitch provision through partnership working

Maintain safe and accessible open space

Monitor Environmental Services Contract to ensure high standards are upheld
Maintain quality signage at open spaces as appropriate
Enforce community safety through partnership working

Protect existing open space through planning policy

Feed open space issues into Local Plan
Complete Riverside Strategy Supplementary Planning Document
Map new open space on GIS
All new open space to be adopted with Protected Open Space status
Protect and enhance Blean Woods in partnership with The Blean Woodland Initiative
Manage Seasalter Marshes in partnership with the RSPB

Seek to enhance open space via Open Space Priority Lists

Deliver a rolling programmed of enhancements based on Priority Lists
Use national standards and assessment criteria to consider all new public open space sites

Seek to develop partnerships to maximise opportunities to fill 'gaps in provision' and enhance open space

Seek opportunities to fill identified gaps in open space provision
Deliver Tankerton QEII Coastal Park management plan in partnership with community
Deliver Herne Bay QEII Coastal Park management plan in partnership with community
Deliver Friends of the Riverside management plan in partnership with the friends group

Actively promote appropriate usage of open space

Keep websites up to date and relevant
Support joint enforcement of anti-social behaviour

Promote healthy activities in open space in partnership with health agencies
Promote appropriate concessions in open space

Actively involve communities in decision making, developing and managing open space locally

Engage children, young people and local residents in the design of new and the refurbishment of existing play areas in open space
Facilitate community led open space management plans
Support community led entries into In Bloom competitions

Recognise and reward community led projects

Celebrate community led projects at open space events

These actions will ensure provision of high quality, high value open space across the district for all communities and visitors.

Open Space Funding

81. The total cost of the open space improvements (excluding on-site open space provision) has been estimated to be in the region of £10,775,500 over the period 2014 to 2031.
82. The vast majority of these improvements will be funded through a combination of Local Authority capital funding, Community Infrastructure Levy (CIL) and external grants, including Heritage Lottery Fund (HLF).
83. Where the infrastructure is directly related to strategic site allocations, improvements and upgrades will also be part funded through Section 106 agreements.

84. Outline estimates for all the actions and further information including anticipated funding sources is provided in the open space infrastructure funding table below:

Theme	Name and location of project or programme	Period of delivery	Total estimated cost	Secured (S) and Anticipated (A) funding sources	Delivery Partners
Open Space Amenity	Vauxhall Avenue OS enhancement	2014 - 2031	£100,000	£50,000 EKHS A £20,000 CCC A £20,000 CIL A £10,000 EG	CCC/EKHS/CG
Open Space Amenity	Long Meadow Way / Hales Place Pond enhancement	2014 - 2031	£50,000	£40,000 EKHS A £5,000 CCC A £5,000 CIL A	CCC/EKHS
Open Space Amenity	Kingsmead Field enhancement	2014 - 2031	£250,000	£150,000 S106 A £75,000 CCC A £75,000 CIL A	CCC/CG
Open Space Amenity	Columbia Avenue enhancement	2014 - 2031	£10,000	£5,000 CCC A £5,000 CIL A	
Open Space Amenity	Cornwallis Circle enhancement	2014 - 2031	£20,000	£7,000 CCC A £7,000 CIL A £6,000 EG A	CCC/CG
Open Space Amenity	Broomfield Community Park enhancement	2014 - 2031	£5,000	£2,500 CCC A £2,000 /CIL A	CCC/PC
Open Space Amenity	King George V Field enhancement	2014 - 2031	£50,000	£20,000 S106 A £15,000 CCC A £15,000 CIL A	CCC
Open Space Amenity	Rough Common OS enhancement	2014 - 2031	£5,000	£5,000 CCC A	CCC/PC
Open Space Amenity	Chestfield Road enhancement	2014 - 2031	£15,000	£7,500 CCC A £7,500 CIL A	CCC/PC
Open Space Amenity	Beverley Meadow enhancement	2014 - 2031	£50,000	£12,000 S106 S £16,000 CCC A £ 15,000 CIL A £ 7,000 EG A	CCC/CG
Open Space Amenity	Hollow Lane QEII Field enhancement	2014 - 2031	£15,000	£2,000 CCC A £3,000 CIL A	CCC/CG

				£10,000 EG A	
Open Space Amenity	Mariner's View QEII Field enhancement	2014 - 2031	£130,000	£90,000 S106 S	CCC/CG
Open Space Amenity NEW	Green Gap OS – New Amenity greenspace	2014 - 2031	£50,000	£30,000 CCC S £20,000 CIL A	CCC
Open Space Amenity	Westcliffe Meadow enhancement	2014 - 2031	£8,000	£4,000 CCC A £4,000 CIL A	CCC
Open Space Amenity	Savernake Drive enhancement	2014 - 2031	£3,000	£3,000 CIL A	CCC
Open Space Amenity	Bakery Mill Green enhancement	2014 - 2031	£1,000	£1,000 CIL A	CCC/PC
Open Space Amenity	Oxford Road OS enhancement	2014 - 2031	£1,000	£1,000 CIL A	CCC
Open Space Amenity	Sturry Road Community Garden Amenity OS	2014 - 2031	£595,000	£195,000 CCC A £195,000 CIL A £205,000 EG	CCC/CT
Open Space Allotments NEW	New allotment site Whitstable	2014 - 2031	£70,000	£70,000 S106 A	CCC/AA
Open Space Allotments NEW	New allotment site Herne Bay	2014 - 2031	£70,000	£70,000 S106 A	CCC/AA
Open Space Allotments NEW	New allotment site Wincheap	2014 - 2031	£50,000	£50,000 S106 A	CCC/AA
Open Space Allotments	Broad Oak Improvements	2014 - 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Millstrood Road Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Ham Shades Lane Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Station Road Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Victoria Park Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Eddington Lane Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Pilgrims Way Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Joy Lane Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC
Open Space Allotments	Whitehall Road Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Wincheap Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Cross Street Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Sturry Road Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Mandeville Road Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Thanington Improvements	2014 – 2031	£5,000	£5,000 CCC A	CCC/AA
Open Space Allotments	Stream Walk Community Garden	2014 – 2031	£5,000	£5,000 CCC A	CCC/CT

	Improvements				
Open Space Cemeteries	Herne Bay Cemetery enhancements	2014 - 2031	£17,000	£12,000 CCC A £5,000 CIL A	CCC
Open Space Cemeteries	Canterbury Cemetery enhancements	2014 - 2031	£2,000	£2,000 CCC A	CCC
Open Space Cemeteries	Whitstable Cemetery enhancements	2014 - 2031	£2,000	£2,000 CCC A	CCC
Open Space Cemeteries	Whitstable Cemetery NEW Garden of Remembrance	2014 - 2031	£100,000	£30,000 CCC A £40,000 CIL A £30,000 S106 A	CCC
Open Space Equipped Play Areas NEW	NEW play area at Chislet parish	2014 – 2031	£40,000	£10,000 CCC A £30,000 PC A	CCC/PC
Open Space Equipped Play Areas NEW	NEW play area at Lower Hardres parish	2014 – 2031	£40,000	£10,000 CCC A £30,000 PC A	CCC/PC
Open Space Equipped Play Areas NEW	NEW play area at Reculver Country Park	2014 – 2031	£120,000	£53,000 S106 S £33,500 CCC A £33,500 CIL A	CCC
Open Space Equipped Play Areas	Vauxhall Avenue Ball Court refurbishment	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Querns Road play area refurbishment	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Columbia Avenue play area refurbishment	2014 – 2031	£80,000	£20,564 S106 S £59,436 CCC S	S106, CCC
Open Space Equipped Play Areas	Victoria Recreation Ground play area refurbishment	2014 – 2031	£80,000	£12,271 S106 S £67,729 CCC S	S106, CCC
Open Space Equipped Play Areas	Burton Downs Recreation Ground play area refurbishment	2014 – 2031	£60,000	£9,994 S106 S £50,006 CCC A	S106, CCC
Open Space Equipped Play Areas	Favourite Road refurbishment	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC
Open Space Equipped Play Areas	Long Meadow Way/Hales Place Pond play area refurbishment	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	The Elders play area refurbishment	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Wincheap play area refurbishment	2014 – 2031	£80,000	£64,000 CCC A	CCC

				£16,000 CIL A	
Open Space Equipped Play Areas	Adisham Rec play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Barham Rec play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Bishops Way play area	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Collins Road play area	2014 – 2031	£16,000	£16,000 S106 S	EKHS
Open Space Equipped Play Areas	St Andrew's kickabout	2014 – 2031	£8,000	£8,000 CCC	CCC
Open Space Equipped Play Areas	Dane John play area	2014 – 2031	£120,000	£50,000 S106 A £50,000 CCC A £20,000 CIL A	CCC
Open Space Equipped Play Areas	Beverley Meadow kickabout	2014 – 2031	£8,000	£8,000 CCC A	CCC
Open Space Equipped Play Areas	Petham Rec play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Rowland Drive ball court	2014 – 2031	£25,000	£20,000 CCC A £5,000 CIL A	CCC
Open Space Equipped Play Areas	Broomfield BMX	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Chartham Hatch Rec play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Cheyney Field (Dukes Meadow) play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Hersden play area, BMX and ball courts	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Hoath play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Kingston play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Long Meadow Way ball court	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Military Road	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Sturry Road Community Park play area	2014 – 2031	£80,000	£24,000 S106 A £12,000 CCC A £32,000 CIL A £12,000 EG A	CT
Open Space Equipped Play Areas	Sturry Park View play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Swalecliffe Skate Park	2014 – 2031	£250,000	£125,000 CCC A £125,000 CIL A	CCC
Open Space Equipped Play Areas	Wickhambreaux play area	2014 – 2031	£5,000	£5,000 CCC A	PC

Open Space Equipped Play Areas	Woolage Green play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Barham play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Bekesbourne Rec play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Bishopsbourne Neame Meadow play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Bossingham play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Chartham Memorial Field play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Chestfield play area and kickabout	2014 – 2031	£50,000	£40,000 CCC A £10,000 CIL A	CCC
Open Space Equipped Play Areas	Field Avenue kickabout	2014 – 2031	£4,000	£4,000 CCC A	CCC
Open Space Equipped Play Areas	Hollow Lane QEII Field play area	2014 - 2031	£50,000	£35,000 CCC A £15,000 CIL A	CCC
Open Space Equipped Play Areas	Ibis Close play area	2014 – 2031	£10,000	£10,000 CCC	CCC
Open Space Equipped Play Areas	Lime Kiln Road ball court	2014 – 2031	£50,000	£35,000 CCC A £15,000 CIL A	CCC
Open Space Equipped Play Areas	Portlight Place play area	2014 – 2031	£5,000	£5,000 CCC A	CCC
Open Space Equipped Play Areas	Rough Common play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Seeshill Close play area	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Thistle Drive	2014 – 2031	£5,000	£5,000 CCC A	CCC
Open Space Equipped Play Areas	Trilby Way play area	2014 – 2031	£50,000	£35,000 CCC A £15,000 CIL A	CCC
Open Space Equipped Play Areas	Waltham Park Rec play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Westmeads Rec play area	2014 – 2031	£60,000	£45,000 CCC A £15,000 CIL A	CCC
Open Space Equipped Play Areas	Chartham Beech Avenue play area	2014 – 2031	£5,000	£5,000 CCC A	PC

Open Space Equipped Play Areas	Cherry Orchard QEII Field play area	2014 – 2031	£80,000	£60,000 CCC A £20,000 CIL A	CCC
Open Space Equipped Play Areas	Edgar Road play area	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Franklyn Road play area	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Hampton Rec play area	2014 – 2031	£120,000	£85,000 CCC A £35,000 CIL A	CCC
Open Space Equipped Play Areas	Honeysuckle Way play area	2014 – 2031	£10,000	£10,000 CCC A	CCC
Open Space Equipped Play Areas	Chartham Laurel Way play area	2014 – 2031	£3,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Littlebourne Rec play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Manor Court (Oxford Road) play area	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Mariner’s View QEII Field play area	2014 – 2031	£40,000	£40,000 S106 S	CCC
Open Space Equipped Play Areas	Russett Road play area and ball court	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Shalmsford Street Rec play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Tillard Close play area	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Hawes Close play area	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Herne Bay Sea Front play area	2014 – 2031	£130,000	£70,000 CCC A £60,000 CIL A	CCC
Open Space Equipped Play Areas	Ince Road play area	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Lucerne Drive ball court	2014 - 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Lucerne Drive play area	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Harbledown Pine Meadow play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Toddlers Cove play area	2014 – 2031	£200,000	£140,000 CCC A £60,000 CIL A	CCC
Open Space Equipped Play Areas	Tyler Hill play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Blean Rec play area	2014 - 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Bridge play area	2014 – 2031	£5,000	£5,000 CCC A	PC
Open Space Equipped Play Areas	Chineham Way play area	2014 – 2031	£25,000	£20,000 CCC A £5,000 CIL A	CCC
Open Space Equipped Play Areas	Cornwallis Circle QEII Field play area	2014 – 2031	£50,000	£35,000 CCC A £15,000 CIL A	CCC
Open Space Equipped Play Areas	St Stephens Churchfield play area	2014 – 2031	£100,000	£80,000 CCC A £20,000 CIL A	CCC

Open Space Equipped Play Areas	Thanington Rec play area, skate park and ball court	2014 – 2031	£350,000	£280,000 CCC A £70,000 CIL A	CCC
Open Space Equipped Play Areas	Plough Lane play area	2014 – 2031	£50,000	£35,000 CCC A £15,000 CIL A	CCC
Open Space Equipped Play Areas	Tennyson Avenue play area	2014 – 2031	Fully funded	Fully funded	EKHS
Open Space Equipped Play Areas	Kingsbrook Park play area	2014 – 2031	£50,000	£15,000 S106 A £35,000 CCC A	MC
Open Space Equipped Play Areas	Victoria Street play area	2014 – 2031	£12,000	£12,000 CCC A	CCC
Open Space Equipped Play Areas	Whitstable Castle play area	2014 – 2031	£120,000	£30,000 CCC A £40,000 CIL £50,000 EG	CCC/CT
Open Space Green Corridors	Stour Riverside Walk development and enhancement – Chartham to Hersden	2014 – 2031	£1,106,000	£39,753 S106 S £340,000 CCC A £500,500 CIL A £225,747 EG A	CCC/CT
Open Space Green Corridors	Falala Way enhancement	2014 – 2031	£12,000	£6,000 CCC A £6,000 CIL A	CCC
Open Space Green Corridors	Tourtrel Road enhancement	2014 – 2031	£4,000	£2,000 CCC A £2,000 CIL A	CCC
Open Space Green Corridors	Stream Walk	2014 – 2031	£20,000	£10,000 CCC A £10,000 CIL A	CCC
Open Space Semi natural	Wraik Hill enhancements	2014 – 2031	£205,000	£5,000 CCC A £100,000 S106 A £100,000 HLF/ITG	CCC/NE/KCC/CG
Open Space Semi natural	Reculver Country Park Redevelopment	2014 – 2031	£550,000	£400,000 CCC S £100,000 CIL A £50,000 HLF A	CCC/CG/KWT
Open Space Semi natural	Seasalter Levels plotlands acquisition and habitat management	2014 – 2031	£300,000	£30,000 CCC A £140,000 CIL A £100,000 EG A	CCC/SBC/RSPB/NE

				£30,000 RSPB A	
Open Space Semi natural	Duncan Down enhancement and management	2014 – 2031	£600,000	£600,000 S106 A	CCC/CG
Open Space Semi natural	The Blean Complex cycle route development and Visitor Centre feasibility study	2014 – 2031	£125,000	£35,000 CCC A £50,000 CIL A £20,000 EG A £20,000 KCC A	BI
Open Space Semi natural	Larkey Valley Wood enhancement	2014 – 2031	£12,000	£3,000 CCC A £3,000 CIL A £6,000 EWGS A	CCC
Open Space Semi natural	Curtis Wood enhancement	2014 – 2031	£68,000	£22,000 CCC A £22,000 CIL A £22,000 EG A	CCC
Open Space Semi natural	Bus Company Island enhancement	2014 – 2031	£55,000	£37,000 CCC A £18,000 EA A	CCC
Open Space Semi natural	Long Rock enhancement	2014 – 2031	£40,000	£20,000 CCC A £20,000 CIL A	CCC
Open Space Parks and Gardens	Westgate Parks	2014 – 2031	£200,000	£20,000 CIL A £180,000 EG A	CCC/CG
Open Space Parks and Gardens	Herne Bay QEII Coastal Park improvements	2014 – 2031	£270,000	£35,000 CCC S £100,000 CCC A £80,000 CIL A £55,000 EG A	
Open Space Parks and Gardens	Tankerton QEII Coastal Park improvements	2014 – 2031	£350,000	£150,000 CCC A £150,000 CIL A £50,000 EG A	CCC/CG
Open Space Parks and Gardens	Memorial Park improvements	2014 – 2031	£350,000	£100,000 CCC A £250,000 CIL A	CCC/CG
Open Space Parks and Gardens	Dane John Gardens improvements	2014 – 2031	£150,000	£20,000 CCC S £10,000 S106 A £40,000 CCC A	CCC

				£60,000 CIL A	
Open Space Parks and Gardens	St Mary de Castro enhancement	2014 – 2031	£50,000	£20,000 CCC A £20,000 CIL A £10,000 EG	CCC
Open Space Parks and Gardens	Best Lane Gardens enhancement	2014 – 2031	£15,000	£7,500 CCC A £7,500 CIL A	CCC/CG
Open Space Parks and Gardens	St Mildred's OS enhancement	2014 – 2031	£20,000	£10,000 CCC A £10,000 CIL A	CCC
Open Space Parks and Gardens	Canterbury Norman Castle	2014 – 2031	£25,000	£6,000 CCC A £6,000 CIL A £6,000 EG A	CCC
Open Space Outdoor Sports Pitches	Develop new football pitches in Canterbury – 1 adult pitch, 4 junior pitches	2014 – 2031	£250,000	£25,000 CCC A £37,500 CIL A £187,500 EP	CCC/EP
Open Space Outdoor Sports Pitches	Develop new football pitches in Herne Bay – 4 junior pitches	2014 – 2031	£250,000	£25,000 CCC A £37,500 CIL A £187,500 EP	CCC/EP
Open Space Outdoor Sports Pitches	Develop new football pitches in Whitstable – 2 junior pitches, 7 mini pitches	2014 – 2031	£250,000	£25,000 CCC A £37,500 CIL A £187,500 EP	CCC/EP
Open Space Outdoor Sports Pitches	Develop new rugby pitches in Canterbury – 1 rugby pitch	2014 – 2031	£250,000	£25,000 CCC A £37,500 CIL A £187,500 EP	CCC/EP
Open Space Outdoor Sports Pitches	Cherry Orchard Recreation Ground pavilion upgrade	2014 – 2031	£50,000	£30,000 CCC A £20,000 CIL A	CCC
Open Space Outdoor Sports Pitches	Memorial Park pavilion upgrade	2014 – 2031	£50,000	£30,000 CCC A £20,000 CIL A	CCC
Open Space Outdoor Sports Pitches	Radfall Recreation Ground pavilion upgrade	2014 – 2031	£50,000	£30,000 CCC A £20,000 CIL A	CCC
Open Space Outdoor Sports Pitches	Swalecliffe Recreation Ground (Plough Lane) pavilion upgrade	2014 – 2031	£50,000	£30,000 CCC A £20,000 CIL A	CCC
Open Space Outdoor Sports	Burton Down Recreation Ground	2014 – 2031	£50,000	£30,000 CCC A	CCC

Pitches	cricket provision upgrade			£20,000 CIL A	
Open Space Outdoor Sports Pitches	Hersden Recreation Ground pavilion upgrade	2014 – 2031	£50,000	£30,000 CCC A £20,000 CIL A	CCC
Open Space Outdoor Sports Pitches	Westmeads Recreation Ground pavilion upgrade	2014 – 2031	£50,000	£30,000 CCC A £20,000 CIL A	CCC
Open Space Outdoor Sports Pitches	Victoria Recreation Ground pavilion upgrade	2014 – 2031	£50,000	£30,000 CCC A £20,000 CIL A	CCC
Open Space Outdoor Sports Pitches	Thanington Recreation Ground playing pitch upgrade	2014 – 2031	£50,000	£30,000 CCC A £20,000 CIL A	CCC
Open Space Outdoor Sports Pitches	Adisham Recreation Ground pavilion upgrade	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Blean Recreation Ground pavilion upgrade	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Sturry Park View Recreation Ground pavilion upgrade	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Littlebourne Recreation Ground pavilion upgrade	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Barham Recreation Ground enhancement	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Bekesbourne Recreation Ground enhancement	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Chalfont Park enhancement	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Bridge Recreation Ground enhancement	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Chartham Memorial playing field enhancement	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Tyler Hill Recreation Ground enhancement	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Rough Common Recreation Ground enhancement	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports	Barham King George V Playing Field	2014 – 2031	£10,000	£7,000 CCC A	CCC/PC

Pitches	enhancement			£3,000 CIL A	
Open Space Outdoor Sports Pitches	Lower Hardres Street End Cricket Field enhancement	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Outdoor Sports Pitches	Petham Recreation Ground enhancement	2014 – 2031	£10,000	£7,000 CCC A £3,000 CIL A	CCC/PC
Open Space Beach/Foreshore	Coastal public safety equipment upgrades – Whitstable to Reculver coastline	2014 – 2031	£9,000	£1,800 S106 A £5,400 CCC A £1,800 CIL A	CCC
Open Space Beach/Foreshore	Improve shower facilities and taps – Whitstable to Reculver coastline	2014 – 2031	£80,000	£16,000 S106 A £48,000 CCC A £16,000 CIL A	CCC
Open Space Beach/Foreshore	Improve flushing/launch facilities - Whitstable to Reculver coastline	2014 – 2031	£40,000	£8,000 S106 A £24,000 CCC A £8,000 CIL A	CCC
Open Space Beach/Foreshore	Maintain and improvement - 2 coastal byelaws	2014 – 2031	£112,000	£22,400 S106 A £67,200 CCC A £22,400 CIL A	CCC
Total Open Space Infrastructure Cost (excluding on site development requirements)			£10,775,500		

Funding Provision Breakdown

Source	Estimate Sum
S106 Agreements	£1,530,782
CIL Community Infrastructure Levy	£2,945,200
CCC	£4,286,771
EKHS (East Kent Housing Services)	£90,000
KCC (Kent County Council)	£20,000
PC	£30,000
Other : EG; HLF; EH, EA; RSPB; ITG; EWGS	£1,122,747
EP/Private	£750,000
TOTAL	£10,775,500

Glossary

AA:	Allotment Association
BI:	Blean Initiative Natural England
CCC:	Canterbury City Council
CG:	Community Groups
CIL:	Community Infrastructure Levy
CT:	Community Trust
EA:	Environment Agency
EG:	External Grants
EH:	English Heritage
EP:	External Partner (private)
EWGS:	English Woodland Grant Scheme
HLF:	Heritage Lottery Fund
ITG:	INTEREG
PC:	Parish Council
KCC:	Kent County Council
KWT:	Kent Wildlife Trust
NE:	Natural England
RSPB:	Royal Society for Protection of Birds
S106:	Section 106 Agreement

Open Space Delivery

85. The open space priorities will be delivered through a rolling programme of improvements as per the type specific priority lists. On larger strategic sites the mechanism for delivery will be site specific management plans and will involve partnership working with external partners and community groups.

Conclusions

86. This paper sets out for the Inspector the approach taken by the Council in preparing the draft IDP.
87. The Council considers that the approach is robust, justified and supported by the available evidence and supported by key partners. The provision of LEP funding towards one key element of infrastructure is also evidence of well-developed infrastructure knowledge, and a sound approach to infrastructure delivery.
88. The Council considers that the approach is the best means of securing the necessary supporting infrastructure. The Council will use its best endeavours, working with developers and other infrastructure partners to ensure that the necessary infrastructure is in place in a timely way. However, the Council is aware, that at the time of individual development applications, detailed viability matters will need to be considered and assessed, and will approach those discussions in a reasonable and constructive manner.

Appendix 1: List of key infrastructure partner organisations

- Kent County Council (Transport; Education; etc)
- Highways Agency
- South East Water
- Southern Water
- Natural England
- Environment Agency
- Stagecoach
- North Kent Environment Group
- East Kent Green Infrastructure Group
- Thanet District Council
- Dover District Council
- East Kent Hospitals Trust
- Former Canterbury & Coastal Primary Care Trust
- Clinical Commissioning Group
- Allotment Association
- Kent Wildlife Trust
- Royal Society for Protection of Birds