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Letter dated 17/7/15

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Evidence of duty to Co-operate in respect of the local economy fed into the Local Plan and relevant minutes.

Date: 17/07/15
Ask for: **Karen Britton**
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Mr M Moore
The Planning Inspectorate
Room 3/13
Temple Quay House
2 The Square
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BS1 6PN

Dear Mr Moore,

Canterbury District Local Plan Examination – Duty to Co-operate (section 33A of Planning and Compulsory Purchase Act 2004 and Regulation 4 of Local Plans Regulations 2012)

On day 1 of the Examination into the Canterbury District Local Plan, Counsel for Pentland Homes and a number of other representatives challenged the Council's compliance with the Duty to Co-operate. The Council asserts that it has complied fully with its statutory duties in this regard in working collaboratively with a large number of other local authorities, statutory bodies and organisations over many years.

The enclosed table provides some examples of consultation and cooperation including outcomes of that process. These highlight both work undertaken prior to the time of the 2011 Localism Act, when the Duty to Co-operate requirement came in, and subsequently.

A selection of information is also supplied which further exemplifies some of the outcomes.

The Council is a member of many groups (examples listed on the enclosed table) and attends these on a regular basis to discuss and progress strategic planning issues.

I trust that this responds to your request. If you require any further information, please advise.

Yours sincerely,

Karen Britton

Planning Policy Manager

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Examples of Consultation and Engagement with Key Stakeholders, Statutory Consultees and Public Bodies that show the outcomes of consultation and Duty to Co-Operate

From 2006 until Local Plan submission November 2014
(including post submission meetings with Dover District Council)

Please note that shading denotes work done pre Localism Act and the introduction of Duty to Co-Operate.

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
24-5-06	Local Strategic Partnership	Development of initial ideas for Futures Study	Futures documents for East Kent and Canterbury		Early Policy formation
11-9-06	Local Strategic Partnership; statutory consultees; local groups University of Kent	Conference on Futures Study to inform development of strategic vision for the area	Futures documents for East Kent and Canterbury		Early Policy formation
19-9-06	Local Strategic Partnership; statutory consultees; local groups Westgate Hall	Conference to inform development of Transport Strategy for the area	Futures documents for East Kent and Canterbury		Early Policy formation
22-11-06	Local Strategic Partnership	Workshop to develop outcomes from Futures Study	Futures documents for East Kent and Canterbury		Early Policy formation
11-12-06	LSP Board meeting Hall Place, Canterbury	Presentation on developing Futures work and planning implications	Futures documents for East Kent and Canterbury		Early Policy formation
30-1-07	East Kent PCT	Discussion of health facilities implications	Futures documents for East Kent and		Early Policy

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
		of Futures work	Canterbury		formation
17-4-07	Swale Borough Council Canterbury	Discussion of boundary and common issues for LDF	Input early development stages of the LDF		Engagement and Early Policy formation
11-6-07	Kent County Council Canterbury	Discussion of future employment land strategy			Engagement
16-6-07	Further & Higher Education providers Canterbury	Discussions on future requirements of educational establishments	Review needs of Universities in the City		Extension of University Boundary and higher education policies in Local Plan.
17-7-07	Culture@Canterbury (LSP Theme Group) Canterbury	Futures workshop – development of Cultural Strategy action plans Presentations and workshops	Used to develop local plan policies.		Engagement and Early Policy formation
8-8-07	East Kent District Councils – Thanet DC, Dover DC, Shepway DC Dover	Strategic Housing Market Assessment meeting Meeting/discussions	Resulted in joint SHMA 2009	CDLP 5.1	Informed housing policy
30-1-08	Local Strategic Partnership; statutory consultees; local groups Canterbury	Joint SCS/LDF conference to develop SCS/LDF actions to implement outcomes of Futures work	Joint Sustainable communities Study and Futures document.	Appendix 1	Engagement and Policy formation
8-4-08	East Kent PCT Canterbury	Discussion of health facilities implications of Futures work Meeting/discussions	Health policy development		Policy development
13 th May 2008	Kent & Medway NHS Trust/Tribal Canterbury	Discussion on future development of St Martin's Hospital site	Agents to work with Council on joint development brief Approved	Appendix 2 – Development Brief	Allocations in Local Plan 14
4-6-08	ECOTEC, SHMA partners - -	Discussion of SHMA outcomes and policy development	Resulted in joint SHMA 2009	CDLP 5.1	Informed housing policy

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
	Thanet DC, Dover DC, Shepway DC Canterbury				
12-6-08	Community Strategy Theme Leaders Canterbury	Finalise actions for the Community Strategy	Joint Sustainable Communities Strategy		Policy Development
18-6-08	South East Water Canterbury	Discussion of LDF Core Strategy issues Meeting/discussions	Fed into policy formation		Policy formation
23-6-08	Highways Agency; KCC Dorking	Discussion of LDF Core Strategy transport issues	Fed into policy formation		Policy formation
30-10-08	Kent County Council Canterbury	Discussion of sites submitted for SHLAA process	SHLAA assessments		Site allocations in Local Plan 14
3-12-08	Adams Hendry Canterbury	Discussion about water supply for East Kent and potential development of reservoir at Broad Oak	Development of the LDF/local plan		Text in Local Plan 2014 6.67 Pg. 161 CDLP 1.1
Dec08-Jan 09	East Kent Strategic partnership <i>The East Kent LSP was formed in July 2008 and covers the four districts of Canterbury, Dover, Shepway and Thanet.</i>	The purpose of the East Kent LSP is to promote the social, economic and environmental wellbeing of the area through the development of a sustainable community strategy.	Public consultation on the jointly production of East Kent Sustainable Community Strategy 2008 East Kent: Lighting the way to success, East Kent Futures Study Final Report December 2008	Appendix 1 consultation report, Sustainable Community Strategy and Futures study	Base documents for the Initial development of core strategy and the Local Plan
22-1-09	Environment Agency Canterbury	Discussion about Strategic Flood Risk Assessment for Core Strategy	SFRA		Evidence base
22-1-09	Kent County Council (Research team)	Discussion about Canterbury population projections and related issues	Policy formation		Policy formation

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
10-2-09	Kent County Council (Highways); Jacobs	Continued development of district transport model – data collection and options development	Transport Strategy and transport policies		Policy formation
9-3-09	East Kent planning, housing and corporate policy officers Dover	Discussion about East Kent Sustainable Community Strategy	The East Kent Sustainable Community Strategy		Policy formation
6-5-09	Highways Agency; Kent County Council	Discussion of transport/highway options for Core Strategy; modelling work	Inputted into LDF policy formation		Policy formation
20-5-09	Housing & Communities Agency Canterbury	Discussion of future development and housing strategies; infrastructure requirements; etc.	Inputted into LDF policy formation		Policy formation
2-6-09	Air Quality Management Steering Group Canterbury	Discussion of Air Quality Management Areas and Action Plans – planning implications	Fed into Plan Policies on Air Quality		Policy formation
17-9-09	East Kent LSP All east Kent Authorities	Workshop at which all East Kent Local Authorities were represented along with KCC, HA, NR, Stagecoach to discuss their housing requirements and the regional transport implications.	First stage in development an action plan for the Transport theme of the East Kent Sustainable Communities Strategy. An action plan was developed as a result of this.	See documentation on transport attached	the action plan has been incorporated in CCC's transport and local plan
20-10-09	Southern Water Services Canterbury	Discussion on SHLAA sites and infrastructure (sewerage) issues	Ongoing engagement in the consultation process		Policy formation
22-10-09	East Kent Hospitals Trust Canterbury	Discussion of Estates Strategy for Kent & Canterbury Hospital	Ongoing engagement in the consultation process		Allocations and policies
23-10-09	East Kent PCT/Public Health Research Unit Canterbury	Health Impact Assessment – follow-up meeting to discuss work for Core Strategy	Health Impact assessment produced for the LDF		HIA produced

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
26-11-09	Kent County Council (Highways); Jacobs Canterbury	Continued development of district transport model – options development; HA validation	Results of modelling inputted into policy formation		Policy formation
7-12-09	East Coast Kent Primary Care Trust (Housing & Health) Ashford	Discussion about housing and health issues in the Core Strategy – affordable housing	Ongoing engagement in the consultation process		Policy formation
28 th Jan 2010	DaSTS, A2/M2 study workshop Maidstone	Workshop/discussion for relevant bodies regarding future plans use of A2/M2 corridors	Development of a strategic approach to A2/M2		Policy formation
24 th Feb 2010	Canterbury West Steering Group Canterbury	Discussion with Network rail, South Eastern and Solum development partners	Joint development and outcome objectives with respect to upgrading Canterbury West Station		
8 th March 2010	PCT and various local groups involved in health-related issues Canterbury	Health Impact Assessment Workshop to consider health impact issues for Core Strategy	Actions for various relevant bodies linked to Core Strategy development		Input into Policy formation
9 th March 2010	Kent County Council/ Jacobs Canterbury	Meeting to discuss approach to transport modelling for the Core Strategy process	Actions to establish base-line data for modelling		Policy Formation
19 th March 2010	Canterbury West Steering Group Canterbury	Discussion with Network rail, South Eastern and Solum development partners	Joint development and outcome objectives with respect to upgrading Canterbury West Station		Discussion
9 th April 2010	Kent Planning Policy Forum	Meeting with other Kent planning policy officers to discuss joint working on policy issues; and current policy developments	Councils to continue joint working on various issues		Discussion
26 th May 2010	Kent Wildlife Trust Maidstone	Meeting to discuss review of Local Wildlife Sites	KWT to provide brief for phased sites reviews and carry out any necessary site reviews		Local Wildlife site allocation included in PdLP maps and Policy
14 th June	Kent County	Meeting to discuss transport options to be	Development of options for modelling		Policy formation

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
2010	Council Canterbury	tested through modelling			
22 nd July 2010	East Kent Local Planning Authorities Dover	Meeting to discuss development of an East Kent strategy for the delivery of green infrastructure	Additional work to be undertaken by LPAs to develop next steps. Outcome Joint report on an East Kent Approach to Green Infrastructure and recreation 2014	CDLP 9.7 An East Kent Approach to Green Infrastructure and recreation	Ultimately resulted in green infrastructure policies in plan SP5 and OS12
2 nd Feb 2011	Kent Planning Policy Forum	Meeting to discuss possible shared approaches to assessing "objectively-assessed" development needs	Continue to develop joint approach		Round-table discussion
7 th April 2011	Kent Planning Officers' Group Maidstone	Meeting to discuss a suggested common methodology for Kent LPAs for determining future development requirements (including KCC and neighbouring authorities)	Ongoing process to agree methodology		Round-table discussion
9 th June 2011	Kent Planning Officers' Group	Annual monitoring review and practice meeting with KCC and other District Councils	To ensure continued consistency in monitoring best practice across Kent		Engagement
3 rd August 2011	Kent County Council/ Nathaniel Lichfield & Partners	Meeting with KCC/NLP to agree detailed methodology for the Development Requirements Study (KCC demography and economic projections team present)	Agreed methodology for DRS CDLP 1.6		CDLP 1.6 Underlies plan
7 th Sept 2011	Canterbury District Transport Steering Group	Meeting with local transport operators and sustainable transport groups to advise on progress on Local Plan preparation; and to discuss future transport strategy for the district	Ongoing discussion regarding possible future development requirements and links to transport		Engagement
13 th October 2011	Kent County Council Canterbury	Progress meeting with Nathaniel Lichfield & Partners for the Development Requirements Study (KCC demography and economic projections team present)	KCC providing background information for Study		CDLP 1.6 Underlies plan
1 st December 2011	East Kent Green Infrastructure meeting Dover	Meeting of East Kent LPAs to assess possible impacts from planned futures development on the East Kent Special Protection Areas, under the Habitat	Ongoing work to ensure adequacy of green infrastructure planning across district boundaries in East Kent	CDLP 9.7 An East Kent Approach to Green Infrastructure and	Plan policies SP5 OS12

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
		Regulations		recreation	
12 th Jan 2012	North Kent Environment Planning Group LIST MEMBERS	Meeting to assess possible impacts from planned futures development on the North Kent Special Protection Areas, under the Habitat Regulations	Agree findings of ecological studies Production of the SAMM CDLP	CDLP 10.10	Policy formation and evidence base HRA
2 nd Feb 2012	East Kent Local Planning Authorities	Meeting with South East Water, Southern Water and Environment Agency to discuss surface water management issues across East Kent	Agreement to continue discussions and develop shared approaches to surface water management issues		Engagement
27 th Feb 2012	Kent Planning Officers Group seminar	CIL Training and Kent-wide discussion about implementation of CIL charging schedules	Overall CIL viability methodology to be agreed through KPOG		Engagement
19 th March 2012	North Kent Environment Planning Group	Meeting to assess possible impacts from planned futures development on the North Kent Special Protection Areas, under the Habitat Regulations	Continuing studies to ensure adequacy of green infrastructure planning across district boundaries in North Kent	CDLP 10.10	Policy formation and evidence base HRA
20 th April 2012	East Kent Planners meeting	Meeting to discuss shared Local Plan evidence base, cross-boundary issues (housing, employment , transport)	Part of ongoing series of meetings with neighbouring authorities to discuss matters of shared interest		Engagement
4 th May 2012	Canterbury Partnership stakeholder event	Briefing and engagement on Local Plan progress and outcomes from Development Requirements Study and Public Opinion Research. Exercise to gage stakeholder overall opinion of development proposals	Part of ongoing series of meetings with Canterbury Partnership on local Plan progress. Overall support for development in the district gaged by using a handheld anonymous voting system. <u>Results from the Canterbury partnership meeting alongside the voting from the stakeholder event directly informed the Council's choice of preferred scenario.</u>	Appendix 3 Includes PowerPoint, lists of attendance	Directly informed choice of policy scenario E. Fed into policy production of development location and infrastructure.
14 th June 2012	East Kent LPAs	Presentation on Dover's Retail & Employment study	Consultants to contact LPAs on different issues to inform study		Engagement
18 th June 2012	Range of local and statutory stakeholders, including neighbouring Councils and	Local Plan conference to inform delegates on the outcomes from Development Requirements Study and Public Opinion Research	Delegates able to input views on study outcomes <u>Results from the Canterbury partnership meeting alongside the voting from the stakeholder event directly informed the Council's choice of preferred scenario</u>	Appendix 3 Attendance list	Informed choice of policy scenario E. Fed into policy production of development

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
	KCC				location and infrastructure
20 th June 2012	KPOG	Travellers Planning Meeting to discuss possible shared approaches to Gypsy & Traveller studies	Cooperation to continue as studies develop. Ultimately resulting in the Joint East Kent GTAA.	CDLP 5.2 CDLP 5.2 East Kent Gypsy and Traveller Accommodation Assessment	Policy formation
27 th June 2012	HCA	Meeting to discuss housing and development aspects of Local Plan work	Part of ongoing series of meetings with HCA to discuss housing and development matters		Policy formation
21 st Sept 2012	East Kent LPAs	East Kent Green Infrastructure Strategy	Ongoing work to ensure adequacy of green infrastructure planning across district boundaries in East Kent	CDLP 10.10	Policy formation and evidence base HRA
2 nd October 2012	Kent County Council	Liaison meeting with KCC service departments regarding Local Plan proposals and service delivery –schools, highways, adult education	Part of ongoing series of meetings with KCC to link Local Plan proposals with KCC service delivery		Policy Formation
4 th October 2012	East Kent Planners meeting	Gypsy and Traveller site provision	Discussion regarding review of Gypsy & Traveller study and implications for future site provision	CDLP 5.2 East Kent Gypsy and traveller Accommodation Assessment	Policy formation and GTAA consultation
8 th October 2012	Natural England	Meeting to discuss Local Plan issues, including implications of Habitat Regulations	NE advice to inform Local Plan preparation	CDLP 10.3, 10.4, 10.5, 10.8, 10.9, 10.10, 10.11, CCC Matter 6	Policy Formation Chpt 10 CDLP 1.1, HRA, SAMMs. SoCG
8 th Nov 2012	Network Rail	Meeting to discuss potential development proposals and relationship to rail services	Agreement on general principles. Additional work to be done as Local Plan progresses		Policy formation Transport strategy
30 th Nov 2012	South East Water	Briefing for local authorities on Water Resources Management Plan	To seek the views of local authorities about the research and consultation for the draft WRMP	CDLP 1.1 Page159-161 Policies CC12 and CC13	Included text and policy in PdLP

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
4 th Dec 2012	National Grid	Meeting to discuss Inter-connector Project and relationship with Local Plan	Part of ongoing series of meetings with National Grid regarding Inter-connector Project Adjustment of plan allocation to take account of the Nemo Project		Adjustment of plan allocations at Hersden and Sturry to take account of the Nemo Project
19 th Dec 2012	East Kent LPAs Canterbury	Local Plan progress and the emerging Plan proposals	Seek LPAs views on emerging strategy and relationship to their Local Plans		Engagement and informing Policy formation
18 th Jan 2013	Southern Water	Briefing on Water Resources Management Plan for SWS area	LPAs to input development information and comment on SWS proposals	CDLP 1.1 Page159-161 Policies CC12 and CC13	Included text and policy in PdLP
25 th Jan 2013	East Kent LPAs	East Kent Green Infrastructure meeting – next steps on study work	Gap analysis to be undertaken	CDLP 10.10	Policy formation and evidence base HRA
30 th Jan 2013	Kent County Council	Local Plan discussion regarding future KCC service delivery in relation to new development	Part of ongoing series of meetings with KCC to link Local Plan proposals with KCC service delivery		Policy Formation
04 th Feb 2013	DCLG	Meeting to discuss Local Plan progression and key issues	CCC to advise DCLG on Local Plan progression		Engagement
14 th Feb 2013	East Kent LPAs/ Salford University	GTAA Study Meeting	To ensure agreement on parameters and methodology of study	CDLP 5.2 East Kent Gypsy and traveller Accommodation Assessment	Policy formation and GTAA consultation
5 th March 2013	National Grid/TEP	Meeting to discuss relationship between Inter-connector Project and Local Plan proposals	Meetings to continue as Local Plan progresses		Adjustment of plan allocation to take account of the Nemo Project
21st March 2013	East Kent LPAs & consultants	East Kent Green Infrastructure Strategy meeting	Ongoing work to ensure adequacy of green infrastructure planning across district boundaries in East Kent	CDLP 9.7 An East Kent Approach to Green Infrastructure and	Plan policies SP5 OS12

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
				recreation	
11 th April 2013	Kent County Council	Meeting to discuss sites proposed for inclusion in the draft Local Plan, and education, transport and other service issues	Agreement to continue discussions and develop shared approaches to service issues where possible		Engagement
22/5/13	Southern Water	Planning Briefing on WRMP and wastewater	Advice to LPAs on future work programme and relationship to LP programmes	CDLP 1.1 Page159-161 Policies CC12 and CC13	Included text and policy in PdLP
3/6/13	East Kent District Councils	Discussion regarding proposed CIL for Dover and relationship with neighbouring districts	Continued engagement with Dover CIL work		Engagement
26/6/13	East Kent Local Authorities	East Kent Green Infrastructure Strategy	Agreement on next steps for research programme	CDLP 9.7 An East Kent Approach to Green Infrastructure and recreation	Plan policies SP5 OS12
28/6/13	Kent County Council	Joint Employment Land survey	To ensure common understanding of employment land supply situation		Site visits
12/7/13	Kent Planning Officers Group – Planning Policy Forum	To establish a group to Steer the development of joint strategic planning and transport work across Kent. Ensure the duty to co-operate is actively addressed.	Group established to Steer the development of joint strategic planning and transport work across Kent meeting quarterly. Address the duty to co-operate		On-going engagement with Kent Local Authorities with a strategic oversight of policy formation.
16/7/13	East Kent Local Authorities	Heritage Strategies	Shared position on development of Heritage Strategies Inclusion of plan text	CDLP 1.1 Page 198 Para 9.5-6	Included section in PdLP on Heritage Strategy
18/7/13	Natural England	Habitat Regulations matters	Agreed a means of resolving any outstanding issues and mitigation matters. CCC to carry out additional research in specific areas	CDLP 10.10 10.11	Policy formation and Evidence Base
18/7/13	Development Advisory Panel	Local Plan accessibility and inclusion policies	DAP supported broad range of policies in draft Plan with respect to disability issues	CDLP 1.1 Page 182 DBE8,	Policy formation Equalities

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
			Equalities impact assessment on Local Plan and Policy formation		impact assessment
6/9/13	KPPF	Discussion of local plan programmes and policies and objectively assessed housing needs	Agreement to continue to liaise closely as housing needs assessments develop		Engagement
24/9/13	East Kent Local Authorities	East Kent Green Infrastructure proposals	To set a programme to finalise the green infrastructure proposals for East Kent	CDLP 9.7 An East Kent Approach to Green Infrastructure and recreation	Plan policies SP5 OS12
2/10/13	Kent County Council Transportation	Canterbury Transport modelling	Amey to complete transport modelling following handover from previous contractor		Policy formation Transport strategy
8/10/13	Thanet District Council	Habitat Regulations matters	Agree a coordinated approach to HRA matters for agreement with Natural England	CDLP 10.11 CCC Matter 6 statement MoU	HRA, SP7
18/10/13	Kent County Council Education section	Education planning meeting	Ensure that the Local Plan proposals reflect the identified education needs arising from new development		Policy formation
11/11/13	East Kent Authorities	Gypsy & Traveller site provision	Liaison in relation to review of East Kent GTAA. Discussion of possible joint DPD Resulted in Joint GTAA 2014	CDLP 5.2 East Kent Gypsy and traveller Accommodation Assessment	Policy formation and GTAA consultation
20/11/13	East Kent Regeneration Board	Regeneration and strategic planning issues East Kent, County and Sub-Regional regeneration priorities	To refine the unlocking the potential strategic economic Plan.		Cross District Policy Formation
21/11/13	Natural England	Habitat Regulations matters	Prepare draft approach to Habitat Regulations matters to be agreed with Natural England	CDLP 10.10 10.11	Policy formation and Evidence Base
27/1/14	Natural England; Thanet District Council; Dover District Council; Kent Wildlife	Thanet Coast and related designations – Habitat Regulations issues and mitigation matters.	Agreement to continue monitoring and research to support development of Local Plan policy and mitigation measures	CDLP 10.11	Policy formation of SP7 and LB5 CDLP 1.1

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
	Trust; RSPB and others				
10/2/14	Canterbury And Coastal Clinical Commissioning Group Canterbury	Need for medical facilities to serve new development. To consider healthcare in the district	CCG generally supportive of the approach set out in draft Local Plan but a policy approach was agreed	CDLP1.1 Page 281	Policy QL10 and ass text.
25/2/14	East Kent authorities Dover	Approaches to CIL and development contributions	Agreement to continue discussions to seek to ensure consistent approaches		Engagement
3/03/14	South East Water Canterbury	Water supply issues to meet the needs of new development	SEW to provide additional information relating to the provision of Broad Oak reservoir		Text in PdLP 6.67 Pg 161 CDLP 1.1
12/03/14	Kent County Council Canterbury	Liaison meeting on Local Plan and major sites	Agreement to continue discussions on funding and service provision as Plan progresses		Policy formation
21/03/14	Kent Planning Policy Forum Tunbridge Wells	Best practice/ shared experience on 5-year housing land supply, developing a coordinated approach to land supply methodology; response to draft London Plan	Agreement to consider joint response to London Plan and to guidance on 5-year housing land supply		Engagement
2/04/14	East Kent Chief Executives Forum Canterbury	Regeneration and strategic planning issues East Kent, County and Sub-Regional regeneration priorities	It was agreed to adopt an administrative model at political and officer level for handling the duty to cop-operate in East Kent and Ashford and the Draft MoU be endorsed subject to comment. The draft work plan be supported.	Appendix 6 minute	Meeting
8/04/14	East Kent authorities Margate	CIL progression and common ground on research and policy development	Cooperation meetings to continue through CIL development process		Engagement
9/04/14	Kent County Council Canterbury	Development of Canterbury s106/CIL proposals in relation to KCC service provision and local service needs	Agreement to continue discussions to ensure relevant information available to both Councils		Engagement
15/04/14	Kent Local planning authorities	Progress and emerging results from GTAA reviews and intended next steps	Agreement to seek to ensure consistency of methodology and approach	CDLP 5.2 East Kent Gypsy and traveller	Policy formation and GTAA consultation

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
	Swale			Accommodation Assessment	
16/04/14	East Kent Regeneration Board Canterbury	Regeneration and strategic planning issues, including LEP funding	To work up detail on transport schemes for future LEP funding		On-going engagement & development of economic & infrastructure policy
15/04/14	All Kent Councils and KCC	Gypsy and Traveller Meeting Sharing progress on Gypsy & Traveller DPDs, Movement of Gypsies and Travellers around Kent, Views on transit site provision, How to calculate "windfalls, Demonstrating a 5-year supply	Starting point should be the assumption that each district meets its own needs, More work to be done on 5-year supply and the role of "windfall" sites, Continue to work with KCC's Gypsy & Traveller unit	Appendix 4 Letter for call for sites.	Separate GTAA under production call for sites 12/3/15
12-5-14	East Kent District Councils Ashford Duty to co-operate group	Range of issues of common interest - overall housing and employment numbers; transport; Habitat Regulations and Green Infrastructure; AONB and landscape policy; health and well-being; Gypsies & Travellers; water supply and waste water; flooding and coastal policy.	Outcomes to be reported to East Kent Regeneration Board with a view to establishing a MoU for future consideration of cross-boundary issues and a specific work plan for future cooperation and exploring the potential for the development of wide-ranging Statements of Common Ground.		On-going Engagement on Duty to Co-operate
23-5-14	Canterbury and Coastal Integrated Commissioning Group	Briefing on draft Local Plan publication; discussion of issues arising in respect of health and clinical facilities.	CCG to make comments as necessary on draft Local Plan; commitment to ongoing engagement as the Plan progresses and health and clinical needs are identified.		On-going Engagement
4-6-14	Kent County Council Canterbury	Liaison meeting to provide briefing on draft Local Plan publication; discussion of issues related to KCC functions – transport and highways; education provision.	CCC to ensure that KCC service requirements are considered as part of the Local Plan viability work and future policy development. KCC to provide additional information as part of Local Plan process.		On-going Engagement Policy formation
10-6-14	Thanet District Council Canterbury	Habitat Regulations and mitigation measures for the coast	Councils to continue dialogue and seek to develop shared approaches to mitigation measures and management of	CDLP 10.10 CCC matter 6	SAMM implementation

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
			recreational activity at the coast Development of an MoU with respect to Implementation of SAMMs	Appendix 4	
20/6/14	KPOG	Discussed London Plan	KPOG to work with SELEP and London to investigate joint strategic investment priorities		Engagement
24/06/14	Kent County Council and PINS – organised by Dover DC	Gypsy and Traveller Training event with presentation by PINS Inspector organised by Dover District Council	On-going GTAA work Work on producing a GTAA		Policy formation and GTAA consultation
2/7/14	East Kent Chief Executives Forum Canterbury	Manston Airport, Community led local development, Discovery Park Enterprise Zone, Dover Waterfront, M20 junction, SELEP growth deal, one public estate programme, EKSDC	Joint working and East Kent, County and Sub-Regional priorities		Meeting
9-7-14	Swale Borough Council Canterbury	Briefing on draft Local Plan publication and discussion of matters of common interest, in particular housing numbers	Swale BC to make comments as necessary on draft Local Plan; commitment to ongoing engagement as both Councils' Plans progress.		Engagement
30-7-14	East Kent District Councils Canterbury	Community Infrastructure Levy – proposed approaches	Commitment to continued engagement and sharing best practise; seeking to develop consistent approaches where appropriate.		Engagement
1-8-14	Dover District Council Canterbury	Local Plan issues – in particular the retail development at Wincheap and potential impact on Dover and Deal	CCC to consider issues raised by DDC and how concerns may be dealt with. Update retail study. On-going discussions in light of updated retail study	CDLP 6.3 Canterbury Retail and Leisure Study GL Herne	On-going discussions in light of updated retail study
10-9-14	Natural England	Draft Local Plan and Habitat Regulations matters	CCC to provide additional information regarding the matters raised in Natural England's representations to address the key HRA matters	CCC-Matter-6-Natural-Environment-Strategy	Proposed modifications to policies as outlined in SoCG
10/9/14	East Kent Chief Executives Forum Canterbury	KMEP update, one public estate programme, local growth fund, European funding and economic strategy, EKRB	Joint working and East Kent, County and Sub-Regional priorities		On-going engagement

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
		update, Duty to co-operate.			
10/09/14	Dover District Council with other E Kent Authorities and Dover Parish Councils Dover	Gypsy and Traveller Meeting Sharing progress on Gypsy & Traveller DPDs, Movement of Gypsies and Travellers around Kent, Views on transit site provision, How to calculate "windfalls, Demonstrating a 5-year supply	Starting point should be the assumption that each district meets its own needs, More work to be done on 5-year supply and the role of "windfall" sites, Continue to work with KCC's Gypsy & Traveller unit GTAA call for sites	Appendix 4 Letter	GTAA call for sites 12/5/15
1/10/14	East Kent Chief Executives Forum Canterbury	Collaboration Agreement, EKS, Duty to co-operate, local growth fund, potential vehicles for land and property development, EKRB update, committee system and election	Duty to Co-Operate report advised that the next steps have been identified and need to be progressed.	Appendix 5 Minute and project proformas	On-going engagement and co-operation on duty to co-operate
3-10-14	Kent Planning Policy Forum Maidstone	Range of issues including briefing by Kent Nature Partnership on current and future work, including LP checklist; Further Alterations to the draft London Plan.	Intention for LPAs to employ KNP checklist to assess policies in draft Local Plans; Councils to consider response to London Plan/Infrastructure Plan		Meeting/discussion
15/10/14	East Kent Regeneration Board Canterbury	Duty to co-operate, KEMP, lorry parking, Manston Council leaders meeting	East Kent, County and Sub-Regional priorities		On-going development of the MoU for DTC for EK
		Post Submission			
18/12/14	East Kent District Councils Duty to co-operate group	To agree how we take forward the actions arising in relation to the duty to co-operate issues agreed at previous meeting informed by topic proformas. Local Plan up-dates.	Plan updates, review of proformas for AONB and Landscapes, Economy, Housing, Health, G&T, water and waste water, Flooding and coast, HRA, Transport. Agreed DTC being covered from an East Kent perspective. Authorities to take ford reports on identified subjects	Appendix 5 the proformas	On-going Engagement on Duty to Co-operate
8/1/15	Dover District Council	Meeting to discuss all of the Dover DC's concerns raised in their submission and	Identification of how the issues can be addressed and what information was	CDLP 6.1 (appendices)	Engagement

Date	Consultee/s Location	Purpose/issues discussed	Outcome	Minutes / appendix ref	Plan fed in
		how they could be addressed.	required. Commissioning of a new retail capacity Study.	CDLP 6.3 retail study	
3/6/15	Dover District Council	Meeting to discuss the Dover DC's concerns with respect to retail provision at Wincheap	Further discussions and updates as to how Dover's concerns are being addressed including the update on the retail survey.	CDLP 6.3 retail study	Engagement

1. Canterbury City Council continue to meet with other Councils and Statutory consultees and local organisations and these groups will continue to meet on a regular basis.
2. There have in addition been on-going meetings since submission of the Local Plan in particular with Thanet District Council, Dover District Council and Natural England, as well as the regular Transport, Environment, Planning Officer, CEO and Councillor meetings, details of these can be evidenced but as a general rule meetings take place either monthly or quarterly.

Examples of the groups that Canterbury City Council has membership of that meet on a regular basis to progress strategic planning issues.

The East Kent Duty to Co-operate group started in 2014 comprises of Planning Policy Mangers from Dover, Thanet, Ashford and Shepway Councils and meets quarterly.

The East Kent Local Authorities group meets regularly for many years as matters arising and includes Dover, Thanet, Ashford and Shepway Councils as well as other stakeholders as pertinent.

North Kent Planning Group started 2010 meeting as needed includes; Medway, Swale, Gravesham and Canterbury Councils, Kent County Council and Natural England,

East Kent Regeneration Board (*commenced in 2011 but was previously EXLACE*): Made up of the elected political Leaders of Canterbury, Ashford, Dover, Shepway and Thanet Councils and Kent County Council.

East Kent Chief Executive Officers Forum; commenced in 2007 included the Chief Executive Officers from Canterbury, Shepway, Ashford, Thanet, Dover Councils and Kent County Council

East Kent Green Infrastructure Group started 2011, meets twice yearly includes; Dover, Shepway, Thanet and Canterbury Councils, Kent County Council, Natural England, RSPB and Kent Wildlife Trust.

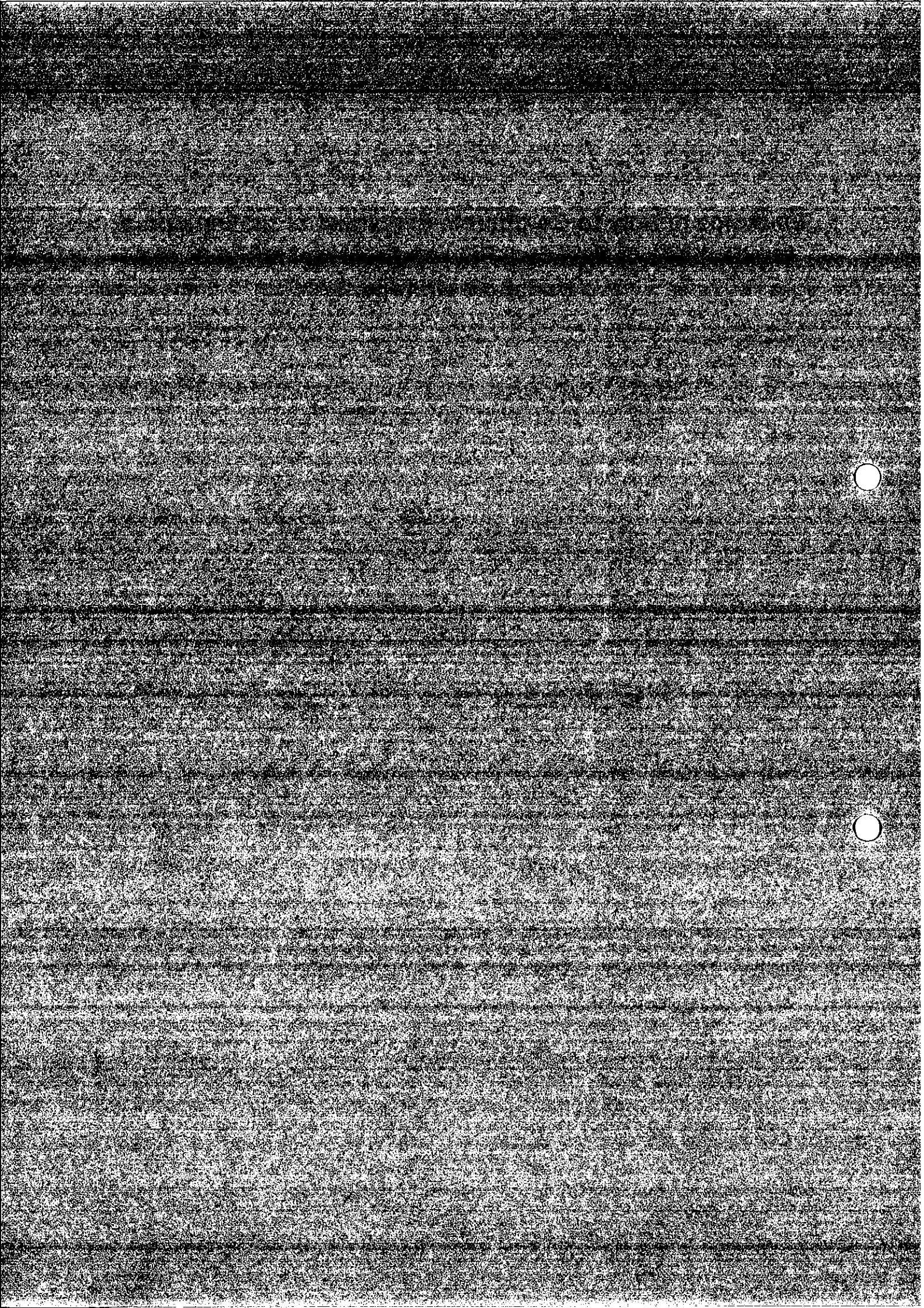
Kent Planning Officers Group – Canterbury, Dartford, Sevenoaks, Maidstone, Swale, KCC, Gravesham, Ashford, Thanet, Shepway, Tunbridge Wells, Tonbridge & Malling, Medway Councils.

Kent Planning Officers Group - Planning Policy Forum – KCC, Dartford, Dover, Canterbury, Gravesham, Maidstone, Medway, Sevenoaks, Shepway, Thanet, Tonbridge & Malling, Tunbridge Wells, Swale, Ashford Councils, Environment Agency.

Kent Development Managers Group – Ashford, Dartford, Dover, Environment Agency, Gravesham, KCC, Maidstone, Medway, Thanet, Tonbridge & Malling, Sevenoaks, Shepway, Swale, Canterbury, Tunbridge Wells Councils.

Kent & Medway Economic Partnership - Business representatives, Higher education representative and Elected local government representatives from Swale and Canterbury, Medway, Sevenoaks and Tonbridge & Malling, Maidstone and Tunbridge Wells, Dover and Thanet Councils and Kent County Council

Evidence of duty to Co-operate in respect of the transport implications of the Local Plan and relevant minutes and transport strategy.



Evidence of "Duty to Co-operate" in respect of the transport implications of the Local Plan and Transport Strategy

Date	Detail	Groups Involved	Outcome
17/09/09	East Kent Local Strategic Partnership : Transport Workshop	Officers from Thanet DC, Dover DC, Shepway DC and Canterbury CC, Bus Companies, Network Rail, Southeastern, Highways Agency	An understanding of the transport objectives of East Kent Local Authorities and the implications of proposed housing through the various LDF process. (Workshop Brief and Action Plan attached).
13/01/10	Transport Steering Group Meeting	CCC/KCC Officers, CCC Cllr, Bus Company, Network Rail, Reps from a Business Group and Environment Group	General discussion on the transport implications of the LDF process. (Minutes Ref 1)
12/05/10	Transport Steering Group Meeting	CCC/KCC Officers, CCC Cllr, Bus Company, Network Rail, Reps from a Business Group and Environment Group	General discussion on the transport implications of the LDF process including the importance of buses and air quality (Minute Ref 2)
07/10/10	Transport Steering Group Meeting	CCC/KCC Officers, CCC Cllr, Bus Company, Network Rail, Reps from a Business Group and Environment Group	Discussion on the LDF process and confirmation that the VISUM model had been validated (Minute Ref 3)
09/02/11	Transport Steering Group Meeting	CCC/KCC Officers, CCC Cllr, Bus Company, Network Rail, Reps from a Business Group and Environment Group	Discussion on the LDF process, housing numbers and the VISUM model and the Futures study (Minute Ref 4)
08/06/11	Transport Steering Group Meeting	CCC/KCC Officers, CCC Cllr, Bus Company, Network Rail, Reps from a Business Group and Environment Group	Update on new requirements of NPPF. Discussion on infrastructure requirements for large strategic sites (Minute Ref 5)
07/09/11	Transport Steering Group Meeting	CCC/KCC Officers, CCC Cllr, Bus Company, Network Rail, Reps from a Business Group and Environment Group	Discussion on new transport strategy process. Update on NPPF, development levels and VISUM demonstration (Minute Ref 6)
4/11/11	Transport Strategy Workshop	CCC and KCC Cllrs, CCC and KCC officers, Bus Company, Southeastern, Business Groups, Environment Group, Spokes	Workshop considered the current transport policies , agreement was reached on the broad principles that would be used to develop the new transport strategy (Workshop notes attached)
07/12/11	Transport Steering Group Meeting	CCC/KCC Officers, CCC Cllr, Bus Company, Network Rail, Reps from a Business Group and Environment Group	Update on the transport workshop and agreement of next stage for CCC and KCC to jointly produce the draft strategy. Discussion on the range of scenarios for LDF development and the NLP report (Minute Ref 7)

21/03/12	Transport Steering Group Meeting	CCC/KCC Officers, CCC Cllr, Bus Company, Network Rail, Reps from a Business Group and Environment Group	No minutes taken
07/11/12	Transport Steering Group Meeting	CCC/KCC Officers, CCC Cllr, Bus Company, Network Rail, Reps from a Business Group and Environment Group	Detailed discussion on the transport strategy aims and strands. Detailed discussion on housing numbers and potential locations for major site allocations and infrastructure requirements (Minute Ref 8)
08/10/13	Joint Transportation Board	Presentation to Board Members on the Transport Strategy and Local Plan	Detailed discussion on the draft Transport Strategy and traffic implications of the Local Plan
12/03/14	KCC and CCC Transport Portfolio Meeting	KCC and CCC Cllrs and officers	KCC supportive of the strategy and give agreement to proceed to public consultation (relevant minutes attached)
25/03/14	Joint Transportation Board	Public meeting	Recommendation to consult on the draft Canterbury District Transport Strategy (minutes available on-line)
02/04/14	Overview Committee	Public meeting	Recommendation to consult on the draft Canterbury District Transport Strategy (minutes available on-line)
10/04/14	Executive Committee	Public meeting	Approval to consult on the draft Canterbury District Transport Strategy (minutes available on-line)
01/05/14	Canterbury Area Member Panel	Public meeting	Comments made in respect of city centre parking contributed to a change in wording in Chapter 6 (minutes available on-line)
20/05/14	Herne Bay Area Member Panel	Public meeting	Recommendation to support the strategy (minutes available on-line)
04/06/14	Whitstable Area Member Panel	Public meeting	General support for the strategy (minutes available on-line)
05/06/14	Canterbury 4 Business	Presentation and general discussion with all business companies with C4B membership	Concern expressed in respect of city centre parking contributed to a change in wording in Chapter 6 (Presentation attached)
05/06/14	Alliance of Canterbury Residents' Associations	Presentation and question and answer session during the public consultation period	Every comment made through the public consultation process was responded to. The outcome was that 64 changes were made to the Transport Strategy. These are all contained in Addendum 1
16/06/14	Local Plan and Transport Strategy Public Meeting	Presentation and question and answer session during the public consultation period (Presentation attached)	Every comment made through the public consultation process was responded to. The outcome was that 64 changes were made to the

			Transport Strategy. These are all contained in Addendum 1
16/06/14	Rural Area Member Panel	Public meeting	Detailed discussion on points responded to in the public consultation
17/06/14	Canterbury and District Economic Development Group	Presentation on the Transport Strategy and Local Plan	Concerns expressed in respect of city centre parking contributed to a change in wording in Chapter 6
18/06/14	Local Plan and Transport Strategy Public Meeting	Presentation and question and answer session during the public consultation period (Presentation attached)	Every comment made through the public consultation process was responded to. The outcome was that 64 changes were made to the Transport Strategy. These are all contained in Addendum 1
01/07/14	Local Plan and Transport Strategy Public Meeting	Presentation and question and answer session during the public consultation period (Presentation attached)	Every comment made through the public consultation process was responded to. The outcome was that 64 changes were made to the Transport Strategy. These are all contained in Addendum 1
02/07/14	Local Plan and Transport Strategy Public Meeting	Presentation and question and answer session during the public consultation period (Presentation attached)	Every comment made through the public consultation process was responded to. The outcome was that 64 changes were made to the Transport Strategy. These are all contained in Addendum 1
16/07/14	Association of Parish Councils	Presentation and question and answer session during the public consultation period	General support for the strategy
05/06/14 to 18/07/14	Public Consultation	The draft Canterbury District Transport Strategy was formally released for public consultation. However it had been publicly available from the JTB meeting on 25/03/14	Every comment made through the public consultation process was responded to. The outcome was that 64 changes were made to the Transport Strategy. These are all contained in Addendum 1
02/10/14	Overview Committee	Public meeting	Recommendation to accept the changes following public consultation (minutes available on-line)
15/10/14	Joint Transportation Board	Public meeting	Recommendation to accept the changes and add wording in respect of legally binding commitments prior to developments starting (minutes available on-line)
22/10/15	Executive Committee	Public meeting	The changes contained in Addendum 1 were approved. The wording requested by KCC that development will not be permitted without legally binding

			commitments was agreed. (minutes available on-line)
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Canterbury District Transport Steering Group
Minutes from the Meeting on 13th January 2010

Present :

Nick Betts - Chairman
Mike Patterson, City Council Member and Portfolio Holder for Transport
Viv Pritchard, Head of Transportation and Engineering, Canterbury City Council
Adrian Verrall, Planning Policy Manager, Canterbury City Council
Richard Moore, Transportation Manager, Canterbury City Council
Julie Oates, Principal Environmental Health Officer, Canterbury City Council
Ruth Goudie, Kent Highway Services Partnership Officer
Tom Bridge – Operations Manager Stagecoach
Paul Barrett : C4B (Canterbury Partnership)
Chris Lowe : Environment Group (Canterbury Partnership)

Apologies

Mike Gibson : Public Affairs Manager Southeastern

Minutes of Meeting on 09/09/09

The minutes were approved which the addition of the word "majority" added before the word "consensus" in paragraph 2 of the agenda item headed Local Development Framework.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Local Development Framework

AV advised that the draft Core Strategy was due to go out for public consultation on 21 January for 6 weeks. Only minor changes were required to committee version – AV will circulate a copy of the Consultation Document to the group in due course [ACTION AV].

Most of the debate during the committee stage had revolved around whether significant residential development at Hersden should be included as an option. The group agreed that even in the unlikely event that a new railway station could be provided, it was probable that most journeys would simply add to traffic congestion on the A28.

AV stressed the need to ensure that future developments do more than just 'consume their own smoke' in terms of transport impact and actually help to deliver the essential strategic transport objectives of the city.

Canterbury District Transport Steering Group

Minutes from the Meeting on 12th May 2010

Present :

Nick Betts - Chairman
Adrian Verrall, Planning Policy Manager, Canterbury City Council
Richard Moore, Transportation Manager, Canterbury City Council
Julie Oates, Principal Environmental Health Officer, Canterbury City Council
Ruth Goudie, Kent Highway Services Partnership Officer
Jeremy Cooper – Commercial Director, Stagecoach
Tom Bridge – Operations Manager, Stagecoach
Chris Lowe : Environment Group (Canterbury Partnership)
Mike Gibson : Public Affairs Manager Southeastern

Apologies

Mike Patterson, City Council Member and Portfolio Holder for Transport
Paul Barrett : C4B (Canterbury Partnership)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Local Development Framework

AV updated the group on the possible implications for the LDF process following the election.

There was a discussion about the Canterbury's' Core Strategy and the need to place greater emphasis on the vital role buses will play in making any development sustainable in terms of transport provision.

There was also a need to highlight the correlation between air quality issues and congestion.

[REDACTED]

[REDACTED]

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Date of Next Meeting

To be advised



Canterbury District Transport Steering Group

Wednesday 7th November at 09.30 hrs
at Canterbury City Council Offices (Marion Attwood Room)

Minutes

Present: Nick Betts (Chair), Peter Vickery-Jones (Transport Portfolio Member) Richard Moore, Adrian Verrall, Lisa Gadd (CCC), Ruth Goudie (KCC), Jeremy Cooper (Stagecoach)

1. **Apologies :** George Wilson (C4B), John Elliot (Environment Group), Mike Gibson (Southeastern)
2. **Minutes of the Previous Meeting:** There were no minutes from the previous meeting
3. **Canterbury Transport Action Plan**

RM tabled the draft Canterbury Transport Strategy Aims/Policies Framework document for discussion. The following main points were discussed :-

- The following headline aim was agreed as " 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"
- Need to consider an appropriate modal shift target
- In the Bus chapter need to consider priority measures, fare reductions for short journeys and use of bio-fuels
- In the Network Improvement chapter need to consider signalling roundabouts
- Under sustainable development need to consider appropriate mix of uses to reduce demand to travel
- Consider flexible working arrangements to reduce travel demand




5. Local Plan

AV outlined the current stage of the Local Plan. The following main points were discussed :-

- The anticipated number of housing units required during the plan period to 2031
- The potential locations for the major site allocations and infrastructure requirements
- Wincheap likely to be allocated for all the retail capacity. The need for improved pedestrian links from Castle Street was considered essential so that

Wincheap is seen as an extension to the existing city centre. Improved bus stops near Wincheap Green would also be vital.

- If an A2 off-slip is provided at Wincheap then it may be possible to expand the existing Wincheap P&R as an alternative to a 4th site at Faulkners Lane.

[REDACTED]

[REDACTED]

[REDACTED]

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14. Date of Next Meeting

To be arranged early in the New Year

TRANSPORT THEME

BRIEF IN ADVANCE OF ROUND TABLE DISCUSSIONS ON 17TH SEPTEMBER 2009

Purpose of the Workshop

The roundtable is the first stage in a process of developing an action plan for the Transport theme of the East Kent Sustainable Communities Strategy. It provides an opportunity for key partners to share their thoughts on where the efforts of the LSP can best be applied to deliver the vision set out in the SCS.

The East Kent LSP Sustainable Communities Strategy

Approved by Board on the 25th of June 2009 and now entering an Action Planning phase, the brief for this is based on page 16 of the SCS and pages 15-16 and 38 to 40 of the East Kent Futures Study (Experian Report). These pages cover the broad range of Transport issues that East Kent faces, connected as it is to London and the Continent. It sets out how it plays a unique role in the global supply chain, providing significant opportunities such as Dover T2 (expansion of the port) as well as a number of challenges in meeting the needs of the local community.

The SCS Objective

"A high quality, integrated transport network with reduced congestion and pollution, offering a wide choice of accessible transport for all sections of the community"

KEY ISSUES

East Kent is unique in the transport world. It is an area where local needs and developments have to be met, but it is also a part of the global supply chain network. Both these issues have to be considered in developing the LSP Action Plan .

Immediate Issues

Introduction of high-speed train services to London

- Marks a 'step change' improvement in economic and social mobility for communities across East Kent
- Makes East Kent more attractive and connected as a place to live, work and play
- Raising aspirations of our young people through improved access to job opportunities in London

Development of Terminal 2, Port of Dover

- Improves port capacity to cope with predicted increase in demand, particularly in the freight market
- Opportunity to segregate traffic flows M20/A20 and M2/A2
- Predicated freight increases provide case for new Thames crossing and A2 dualling
 - Facilitates wider waterfront regeneration in Dover and significant job creation (+3000)

Kent International Airport

- Opportunity to increase cargo volumes as capacity constraints and costs at BAA's London airports drive traffic to regional airports
- Development of passenger services to regional, short haul European, and holiday charter destinations (a low cost airport)
- Opportunity to attract specialist aviation sectors (e.g. aircraft repairs and overhaul) or manufacture (a new Airbus factory?)
- Facilitates wider economic development (China Gateway, etc.) and job creation

The question of the expansion of Lydd Airport is being considered on the 24th of September 2009 with a recommendation to refuse.

The Local Development Framework

- Transport and Infrastructure challenges arising from housing targets and employment land

Longer Term – Future Gazing

But there is a need to consider the longer term. Twenty years ago it was believed that the Port of Dover could close as a result of the opening of the Channel Tunnel. Equally, no one would have predicted that globalisation would lead to the significant levels of freight that are entering the country through East Kent nor of the opportunities and challenges that situation provides (Dover T2 for example).

So what for the next 20 years? What are the long term issues for East Kent when it comes to its Transport Network? The East Kent Futures Study suggests that the future of East Kent lies in being 'an expanded and integrated transport network for the UK and Europe'.

a. Integrated transport

- Making it easier for people to make connections through improved public transport interface (rail, bus, ship, etc)
- Building on the region's unique transport assets: high-speed rail (domestic and Eurostar), Eurotunnel, Port of Dover, KIA (i.e. better connected)
- Improving access for communities: East Kent as a role model for transport (ageing population, reducing dependency on the car, rural transport issues)
- Opportunity to "build in" an integrated transport model as part of the wider housing and growth agenda in East Kent
- Can we improve coastal transport connections with benefits for industry and tourism?

b. Unplugging 'Bottlenecks'

- Growth in international trade and intra-EU road haulage movements compound road congestion – Operation Stack becomes a permanent feature!
- Failure to develop/closure of Kent International Airport. Opportunity to enhance rail connections from East Kent to Gatwick/Heathrow?
- High speed train connections with London withdrawn (lack of demand, franchise changes, High Speed 2)
- Climate change and rising sea levels adversely impact operations at the Port of Dover and rail link to Folkestone
- Public transport fails to respond to societal change (ageing population, etc.) leading to greater social exclusion
- Transport developments fail to keep pace with housing/growth agenda leading to increase road congestion
- Tackling Town Centre congestion particularly in our major settlements such as Canterbury and around Thanet more generally. (the A28.....)

c. Are we resilient to change?

- Integrated transport networks – what are major hubs and how do we use them? How do we link them to cycling, walking and bus routes?
- Accessible transport – is there a real rationale to move people away from their cars? Or will fuel pricing, road user/workplace charging and security play that role on our behalf?
- Environmental change and impact – what of climate change?

- Housing Growth - can we meet the needs of our business and residential communities?

So how do all these issues translate this into an Action Plan for the East Kent LSP?

Running through the key issues?

Objectives	A high quality, integrated transport network with reduced congestion and pollution, offering a wide choice of accessible transport for all sections of the community
	East Kent as an expanded and integrated transport network for the UK and Europe
2010-2030	Fuel Security
	European Policy
	Supply Chain Developments
	Impact of globalisation - expansion and contraction
	EK Sphere of Transport Interest
Local/Regional/ National	Impact of spatial planning - using it, influencing it and timing everything properly
Access to Ports and Airports	Are these our significant transport hubs?
	Dover
	Eurotunnel
	Ramsgate
	Kent International Airport
	Canterbury (this is designated a Transport Hub in the SE plan)
Access to Employment	What are our key sites? Use of LDF's to inform us
	Access to town centres
	List of all the key business sites in East Kent to be sourced.
Access to Housing	Growth agenda
	Rural housing growth
	Access to the countryside
	Are residents really going to give up the car?
Access to Town Centre	Town centre congestion
	Development of retailing areas - in town and out of town
	Leisure and cultural offers

SOURCE DOCUMENTS

www.eastkentlsp.or.uk

- East Kent Futures Study (Experian Report) December 2008
- East Kent Sustainable Communities Strategy – June 2009

www.channelcorridor.org

- Channel State of Freight Report – March 2008
- Economic Impact of Operation Stack – March 2007

In Development

- KCC Integrated Transport Study (Draft)
- Regional Transport Board Integrated Transport Plan (Draft)

Other Source Documents

- Consultation on Network Rail Utilisation Strategy - July 2009
- South Eastern Regional Planning Assessment for the railway – January 2007
- The South East Plan
- The South East Regional Economic Strategy (SEEDA)
- Jacobs Babbie report on 'The Need for Transport Investment in East Kent' – December 2005

East Kent LSP – Transport Action Plan

Focus Area		Issues	Action Points
A	Traffic Congestion	Peak hour congestion and air quality issues in Canterbury Congestion around Westwood Cross	Support A2 junction improvements at Canterbury Increase the use of intelligent transport systems (UTMC) Support initiatives that reduce the need to travel
B	Rural Transport	Poor public transport provision Ageing and increasingly isolated population	Improve access to buses in rural villages Increase Kent Karrier service Increase community based transport services Increase community based access to services and provisions
C	Bus Travel	Increase patronage on buses Reduce the financial burden on council's from concessionary fares Maximise the benefits of HS1	Quality Bus Partnership targets Extend Freedom Bus Pass to 16-19 year olds Lobby government regarding concessionary fares funding
D	Rail Travel	Ensure other mainline services are maintained and improved Consider the viability and potential benefits of Parkway Stations at Manston and Westenhanger	Investigate business and tourism opportunities arising from HS1 Ensure stations are fully utilised as transport interchanges Lobby for Ramsgate to Ashford line improvements Ensure existing main line services are maintained Improve disabled person access at all stations Carry out feasibility studies for parkway stations
E	Manston Airport	Maximise the potential of Manston Airport Reduce the negative impact on residents	Freight and passenger usage Business opportunities/Manston business park Night-time flying issues
F	East Kent Sea Ports	Maximise the potential for the Port of Dover and Ramsgate Harbour	DASS Study for M2/A2 corridor – Brenley Corner/Lyddon improvements Economic and tourism studies
G	Freight Transport	Reduce the negative impact of road borne freight movements Reduce the negative impact of Operation Stack	Eurovignette Lorry Parking Driver fuel/emission training Freight Transport Partnership actions
H	Sustainable Travel	Reduce dependency on car travel Increase the number of journeys made by walking, cycling and public transport Improve integration of transport modes	Reduce city centre parking and increase Park & Ride where appropriate Increase number of employer travel plans Increase number of school travel plans Provide more cycle routes and cycle parking facilities Investigate shared bus/rail ticketing arrangements
I	Local Development Framework	Reduce the impact of transport from new development Increase business development opportunities	Ensure that development is provided in sustainable locations Ensure suitable parking standards are used to reduce car dependency Ensure developments fund appropriate transport infrastructure improvements



Canterbury Transport Workshop 4/11/11, Westgate Hall, Canterbury

Objectives

- Review the current Transport Action Plan and other relevant strategies
- Consider the current situation regarding congestion and air quality
- Review the agreed 'Actions' - the success of those that have been delivered and the barriers preventing those which haven't
- Explore new transport solutions
- Consider the potential transport implications of development through the LDF
- Agree and formulate a new Transport Action Plan
- Consider priorities, responsibilities and options for delivery

Attendees

CCC Members : Leader, Transport Portfolio Holder, Environment Portfolio Holder, Ward Members

KCC Members: Cabinet Member, Ward Members

CCC Officers: CC, DR, IB, SF AV, JO,SS

KCC Officers: RG, TR, JB

NB (Chair)- City Centre Partnership Representative, PB -C4B Representative

Jeremy Cooper : Stagecoach, Mike Gibson : Southeastern, Environment Group Representative

SW - Spokes

1 Welcome Cllr Gilbey

2 Intro and context by Ian Brown and Ruth Goudie

3 Discussion points

Current Transport Policies – needs to include Rail Action Plan

Current Funding Position – (Member Highway Fund for Canterbury currently under spent. Input for ideas to ensure that it's fully spent ought to be discussed through JTB and Locality Board)

4 Workshops –

4.1 Improving Travel Choice

KCC keen to explore voluntary groups and volunteer drivers taking on responsibility for some of the currently subsidised bus routes to reduce the financial burden to KCC (B Sweetland).

Bus travel – need to balance increased reliability of buses with the cost of improving bus priority measures.

Bus service improvements, additional bus lanes, better roadside infrastructure all considered high priority. Stagecoach could help ferry passengers back to Park and Ride sites after last P&R bus stopped.

Stagecoach making the biggest profit across their operations, in East Kent (T Read). Cheaper/capped fares would be dependant on CCC/KCC intentions in relation to bus priority measures to further improve reliability and punctuality.

Extending Freedom Bus Pass for 16-19 year olds – KCC will be introducing a 'Discount Card' for 16-19 year olds in Further Education next September (available via college), but emphasised that this would not be a 'Freedom Pass' (B Sweetland).

Cycling and walking – new radial and better cross-city routes considered High Priority. Potential to consider gaining private sector funding for routes and maintenance as cycling helps to increase tourism and trade.

Cycle parking – better publicity and signage for what's already there is needed (CX).

Cycle Hire scheme – low priority. Pros and cons debated. Size and geography of Canterbury makes this a difficult scheme to be workable (as you cannot cycle down the High Street during Ped Zone core times). Recognised that this would be nice to do if possible, but costly.

Rail Travel – better bus/rail integration needed (G Gibbens). Canterbury West scheme debated as this would improve bus/rail integration through improved locations of bus stops, routeing of some SEK buses.

Minimise delays to Level Crossings through resigntalling.

Sturry Level Crossing – explore ideas with South Eastern regarding passengers having to alight from the correct part of the train to avoid the train standing/blocking the whole of this level crossing.

4.2 Workshop – Car Parking Strategy

The following should be done simultaneously and not in isolation:

- Fourth P&R – high priority, but funding difficulties
- Extend capacity at existing P&R – high priority
- Use parking tariffs to influence travel patterns – traders generally accept the rationale behind variable city centre tariffs (N Betts)
- Reduce city centre parking capacity – generally unliked by traders, unless done in conjunction with increased capacity at Park and Ride and elsewhere

Late night opening for shops could be encouraged with a cheaper parking tariff, thereby helping to spread pm peak traffic and help boost trade (B Jones) but needs to be seen in the context of wider initiatives to look at trading patterns to encourage late shopping.

Overnight parking and convenience for visitors could be improved if the start time was delayed slightly from 7am to slightly later (B Jones). Agreed that this could be investigated as part of the tariff (IBrown).

Small rural P&R – unworkable so delete.

Residential Parking Standards – why not look at allowing residents of car free/low provision developments to park over night in council car park Agreed look at this as part of tariff (IBrown). Also, over night parking availability at Sainsbury's Waitrose and Coach Park could be explored.

4.3 Workshop – Highway Infrastructure Solutions

Road building schemes

A2 slips – High Priority

Harbledown slips are important for traffic management reasons – can be used to enable A2 to be used as bypass for north / south traffic, but unlikely to be achieved through development unless through CIL.

Wincheap and Bridge are important for development and likely to be achieved with a suitable scale of enabling development.

A28 Eastern Bypass – no/zero priority and difficult to see that sufficient traffic attracted to use it to justify.

A28/A257 development related and potentially feasible if Barracks site were to become available for development.

Area Wide Traffic Management Schemes

North Canterbury and Wincheap traffic management – both high priority.

UTMC

Much further potential for UTMC if roundabouts were to be replaced with signals.

Potential signalisation of Wincheap roundabout to be considered with Wincheap traffic management scheme.

Better linking of existing signal junctions.

Re-open 'rat runs'

Difficult to sell politically – would need further information as to which ones, what exactly would it solve, what problems/inconvenience would it create . Would the rat runs fill up with displaced traffic?

Further pedestrianisation of city centre to be considered – allowing traffic in only as far as car parks.

Make ring road one way.

A suggestion thrown in for discussion but no support.

4.4 Workshop – 'Reducing Need to Travel' (instead of 'Reducing Travel Demand')

Sustainable Development

Sustainable development should maximise choice of transport. Policies on land use planning and development should be about providing choices of travel for residents. (Big discussion in group that this is aspirational as people will not choose to live and work in same location, but nevertheless, should have choice of whether to need to travel).

Travel Planning Solutions

New developers should ensure that householders have choice (ie packs to be provided with information about cycle routes, bus services etc) – requirement to form part of residential travel plans

Flexible shop opening hours to help economy and help spread traffic.

Partnership working for work and school travel planning (this is already being pursued through KCC's 'NewWays2Work').

Next Stages

Work up new draft of Action Plan (timetable linked to prep of new District local plan) CCC/KCC officers

Consultation and Involvement – (Royal Mail to be added to list in papers). Consultation to be carried out through liaison meetings with relevant groups. + publishing of draft document on website etc



CANTERBURY DISTRICT TRANSPORT STRATEGY

JTB BRIEFING : 8th October 2013

Agenda

- 1. Introductions**
- 2. Background to the Strategy**
- 3. Policy Context**
- 4. The Strategy Approach**
- 5. Local Plan Allocations**
- 6. Main Challenges**
- 7. Evidence Base**
- 8. Implementation Plan**
- 9. Questions and Answers**



Transport Roles and Responsibilities

Kent County Council : Local Highway and Traffic Authority
Responsible for Traffic Management, Road Safety, Transport related Air Quality Issues

Canterbury City Council : Local Planning Authority,
Responsible for Local Plan, Local Parking Strategy & Civil Parking Enforcement, Air
Quality Monitoring

Partnership Working :
Joint Transportation Board,
Canterbury District Transport Steering Group
Quality Bus Partnership

The District Transport Strategy will be a joint CCC/KCC Approved Document

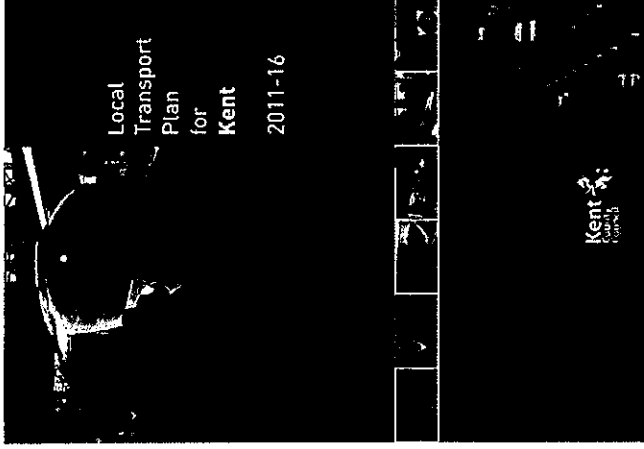
Current Transport Policy

Department for
Transport

Creating Growth, Cutting Carbon
Making Sustainable Local Transport Happen

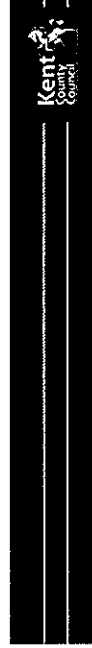


January 2011



Growth without gridlock
A transport delivery plan for Kent

December 2010



The Strategy Approach

Headline Aim : To improve access to services, goods and opportunities and to tackle the negative impacts of traffic

4 Strands :

Sustainable Travel : Encourage the use of alternative modes of transport to the private car

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

Managing the Network : Achieve reliable journey times across the transport network

Reducing the Demand to Travel: Reduce the overall number and length of journeys taken

Sustainable Travel

Cycling and Walking Improvements:

Increase the cycle network (26 identified routes)

Cycle Rack provision

Cycle Hire schemes

Improved public realm

Improving Local Bus Services:

Bus Lanes : Sturry Road, Fast Bus Routes linked to developments

Roadside infrastructure : Real time signage, shelters

Cost : Peg the cost of bus travel to the overall cost of driving, free bus travel for residents in new developments

Rail Improvements:

Improve frequency/journey times on North Kent line

Ensure adequate parking provision

Integrated bus/rail ticketing

Step free access : Herne Bay and Canterbury East





Parking Strategy

Canterbury

- Increase Park and Ride capacity : A2 North-western approach
- Reduce City Centre Parking Capacity
- Use Parking Tariffs to influence travel patterns
- Making P&R's integrated hubs
- Workplace Parking Charging

Whitstable

- Consider Park and Ride options

Herne Bay

- Ensure charges are competitive to encourage town centre attractiveness

Residential Parking Standards

- Use standards to reduce negative on-street parking issues

Managing the Network

Traffic Management:

Urban Traffic Control - traffic signals, variable message signs
Minimising roadwork disruptions -Kent permit Scheme

Transport Infrastructure:

A2 Wincheap Off-Slip and Relief Road
A2 Bridge Interchange
Sturry Relief Road
Herne Relief Road
A28/A257 Barracks Link
A28 Eastern By-Pass





Reducing the Demand to Travel

Locating Development in the most sustainable locations
Mixed Uses
Appropriate Housing Density

Flexible and Home Working Arrangements
Car Clubs and Car Sharing
School and Work Travel Plans
Travel Awareness Campaigns

Local Plan

Proposed Strategic Housing Sites

South Canterbury	4000 homes
Sturry/Broad Oak	1000 homes
Strode Farm, Herne Bay	800 homes
Greenhill	600 homes
Herne Bay Golf Club	400 homes
Hillborough	1000 homes
North of Thanet Way, Whitstable	400 homes
North of Hersden	800 homes



Main Challenges

- **Tackling Congestion and Air Quality**
- **Ensuring Reliable Journey Times**
- **Changing Travel Habits : Walk < 1 mile, Cycle < 3 miles**
- **Changing Perception of Bus Travel and Reducing the Cost**
- **Removing network constraints : Sturry and St Dunstons Level Crossings**

Main Evidence Base

- **Housing and Economic Development Requirements**
Nathaniel Lichfield and Partners (NLP) Report
- **VISUM Strategic Transport Model**



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Next Stages

Complete the VISUM modelling

Analyse the Local Plan first phase consultation responses

Complete the drafting of the Transport Strategy

JTB and Executive Meetings in the Spring

6 week Public Consultation

JTB and Executive to approve the Transport Strategy in Autumn

Implementation Plan

Costed Action Plan

Identified Funding Sources : CIL, S106 Agreements

Development Infrastructure secured through separate legal agreements secured with Bonds

Any Questions



Canterbury District Transport Steering Group

Minutes of the meeting held on the 7 December 2011 at 2pm in the Marion Attwood Room, Canterbury City Council Offices

Present.

Sarah Bandy - Southeastern
Jeremy Cooper – Stagecoach South East
John Elliott – C4B Environment Group
Ruth Goudie – Kent Highway Services
Richard Moore – Transportation Manager – Canterbury City Council
Stuart Steed – Environmental Protection - Canterbury City Council
Adrian Verrall – Planning Policy Manager – Canterbury City Council
Peter Vickery-Jones – Transport Portfolio Holder – Canterbury City Council
Emma Young - Canterbury City Council

1. Apologies

Nick Betts – Chairman
Ian Brown – Head of Planning & Regeneration – Canterbury City Council
George Wilson – C4B
Mike Gibson - Southeastern
Julie Oates – Principal Environment Health Officer - Canterbury City Council

2. Minutes of the Previous Meeting

The minutes were agreed as a correct record.

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3. Canterbury Transport Action Plan

Richard advised the first stage was a meeting with Bryan Sweetland, Cllr John Gilbey, Ian Brown and Colin Carmichael at which it was agreed to hold a 'Workshop' to consider the current transport policies, its successes/failures in order to guide and shape a new Transport Action Plan.

A workshop was held on the 04 November 2011 and the next stage is for Richard and Ruth to draft a new strategy with a view to having this finalised by autumn next year.

Cllr Vickery-Jones expressed his concerns with the motorists not adhering to the keep clear spaces on the roundabout and how we can enforce this.

Ruth advised the only way we can enforce this is if the roundabout is signalised. The meeting agreed we would lobby for yellow boxes on roundabouts plus enforcement.

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5. Local Development Plan

Adrian advised that he and Richard would be doing more work on the Visum model next week.

The Localism Act comes into force in April 2012 The South East Plan will then be abolished.

Nathaniel Litchfield & Partners are looking at the developer requirements they are looking at a range of scenarios with the view of the report being finalised at the end of the year. Nathaniel Litchfield & Partners have given a presentation to Development Framework Steering Group and once the report is finalised this will then go back to Development Framework Steering Group.

The Public Opinion Survey started today this is a survey of 1000 people in the district asking about their views on development issues. The survey will be carried out by Mori and will run till February with the headlines results in February ready to go back to Development Framework Steering Group.

John advised he has received a request on behalf of C4B asking for information on travel characteristic's around Canterbury. **Action Ruth advised she would find out where this information is available.**

Jeremy advised as part of the Canterbury Transport Action Plan we need to look at linking the cross city bus routes.

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8. Rail Strategy

Sarah advised since the last meeting –

- Train fare increases have now been reduced to 6% instead of 8%.
- Some of the stations car parking prices will be going up by 50p or not at all. **Action Sarah advised she will ask Mike to send a list of the car parks that are affected in our district.**

Winter preparations -

- Two ice trains will be arriving shortly.
- Cable heating has been installed.
- 20 mains line trains have been fitted with de-icing tanks.
- Software has been changed on the trains so they are less sensitive, this will allow the trains to keep the heating and lighting running if they become unable to move.
- Contingency timetable can be uploaded this will also be published on the website.
- The Olympic timetable has been published. We will be writing to HS1 ticket holders and compensating all ticket holders that are affected by the no HS1 service while the Olympics are on.
- Disappointment with the press coverage regarding the misinformation given for the journey time from Herne Bay to Cannon Street is longer following the timetable change for the HS1 service. Se will be writing to the BBC and Roger Gale.

Richard asked about the consultation for the franchise 2015 and the North Kent timetable changes. Sarah advised the consultation for the franchise will start after the Olympics and comments for the North Kent timetable change will need to get through the Kent Rail Action Plan.

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14. Date of Next Meeting

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- o Coastal Cycle Path – Phase 2 public consultation due Oct/Nov.

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- Review of development requirements
- Public Opinion survey

Officers at Kent County Council are working with Nathaniel Lichfield & Partners looking at different development levels the work will be completed by the end of October. The Public Opinion survey will then follow on from this the survey will be carried out on a one to one interview basis. Once the survey is finished by the end of the year we will go back to members for a decision on which sites will be identified for development.

Presentation by Jacobs on Visum will take place in Maidstone on the 15 September major site developers will be attending. We will then look to go out to consultation next year.

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- Disruption on the HS1 service on the 2 September due to a major loss of power supply on lines this was out of our control and will not be repeated.
- De- icing tanks will be fitted under the trains to help with cold temperatures. Also Network Rail is going to upgrade the network heaters. The De- icer trains will go in for maintenance in the summer not in the winter.
- No HS1 service while the Olympics are on for the east of Ashford. DTR will be compensating all season ticket holders that are affected.
- Train fares to increase to an average of 8% in January.
- Stakeholders Forum on the 7 November in Gillingham.
- Recommendations to government to close a quarter of tickets offices. Mike confirmed no closures will take place until our franchise ends.

Richard advised that he and Ruth met with the Signal Manager at Canterbury West Station and discussed the results of the survey which looked at the down time of the gates at St Dunstons crossing. The survey revealed large discrepancies it was suggested if the line was straightened from Ashford this would reduce the amount of down time for the crossing.

George advised this was also discussed at the last C4B meeting.

Mike suggested raising this with Network Rail. **Action - Mike to send Richard contact details for Network Rail.**

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14. Date of Next Meeting

Wednesday 7 December 2011 at 2pm in the Marion Attwood Room, Canterbury City Council Offices.

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Draft Canterbury District Transport Strategy

Supports the Local Plan



The challenges

- Existing peak hour congestion and poor air quality
- 15,600 new homes
- 6,500 new jobs

Traffic Forecasts using 'VISUM' computer model :

Do minimum (background growth) scenario:

- Increase in travel demand 17%
- Increase in traffic growth 18%

Do something (Local Plan growth) scenario:

- Additional increase in travel demand 13%
- Additional increase in traffic growth 10%

Strategy approach – four strands

- Managing the network
- Encouraging sustainable travel
- Car parking strategy
- Reducing the demand to travel



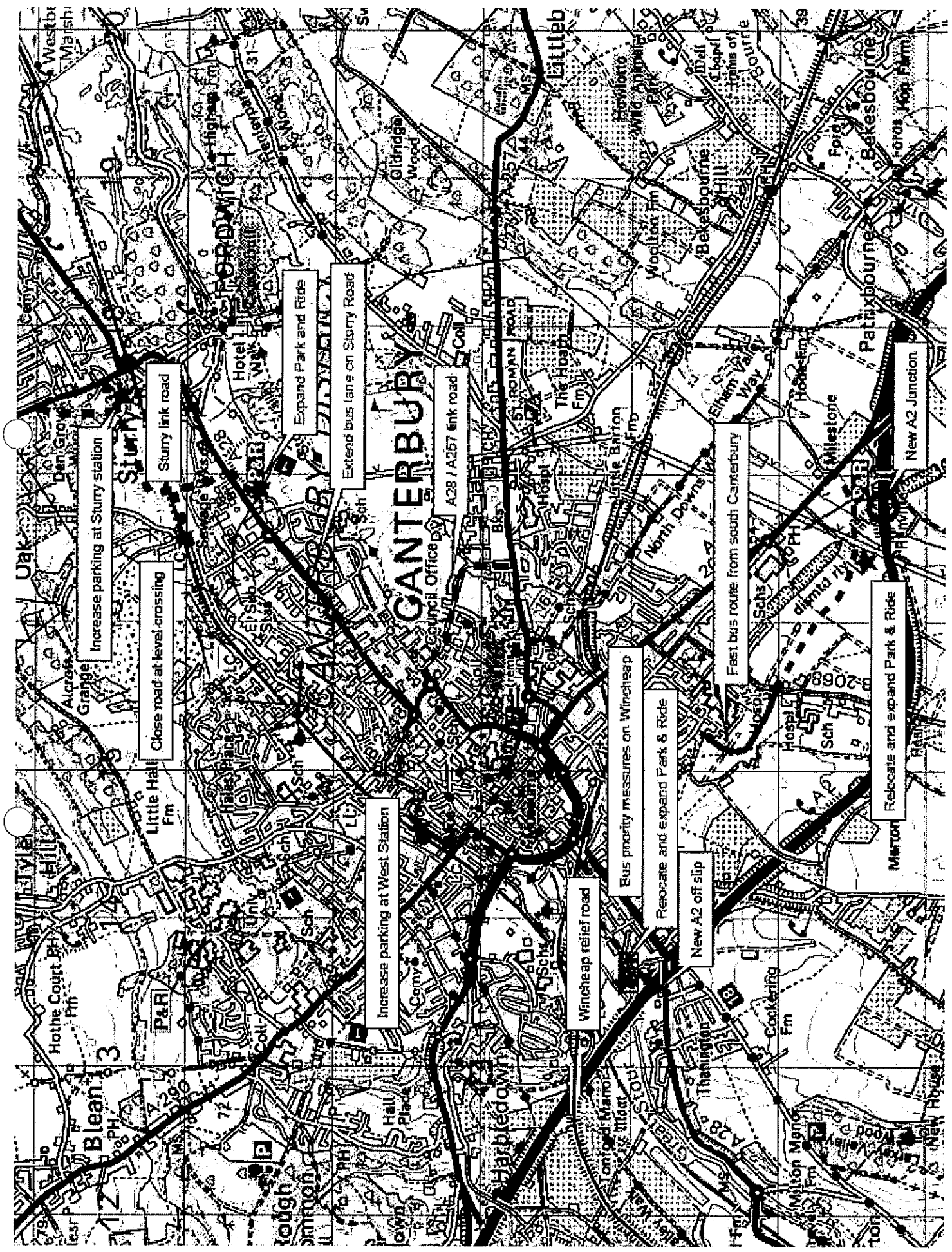
Managing the network



Main road improvements are:

- New junction on A2 at south Canterbury and relocated Park and Ride.
- New off-slip on A2 at Wincheap
- New Sturry/Broad Oak relief road
- Herne relief road
- New link road from council offices to Littlebourne Road
- A299 Heart in Hand junction improvement





Increase parking at Sturry station

Close road at level crossing

Sturry link road

Expand Park and Ride

Extend bus lane on Sturry Road

CANTERBURY

A28 / A257 link road

Increase parking at West Station

Wincheap relief road

Bus priority measures on Wincheap

Relocate and expand Park & Ride

New A2 off slip

Fast bus route from south Canterbury

Relocate and expand Park & Ride

New A2 Junction

Sustainable travel by area (% of journeys to work in 2011)



	Home Bay	Waldstone	Rural (incl Hersedon)	Canterbury
On foot	8.7%	8.5%	6.4%	30.5%
Bicycle	1.8%	2.3%	1.8%	4.2%
Bus, minibus or coach	4.7%	3.6%	7.4%	5.9%
Train	4.3%	7.1%	3.1%	4.8%
Total	19.5%	21.5%	18.7%	45.4%



Key targets

- Traffic levels in the centre of Canterbury in 2031 will not have increased from the base year
- 90% of peak hour journey times in Canterbury to be below the monthly journey time threshold figure (reliability)
- Reduce the percentage of journeys to work by car or van to 42.3% as mode share (currently 55.0%)
- Reduce journey time by bus on main routes
- Increase the number of journeys by Park & Ride to 1.45 million each year.
- Reduce NO₂ levels to below annual average of 40µg/m³

Method of travel: district targets

	Number of journeys to work	2011 Mode Share	2021 target Mode Share	% change
Driving a car or van	36,080	55.0%	42.3%	-23.3%
On foot	9,626	14.7%	18.0%	+22.4%
Bicycle	1,750	2.7%	4.0%	+48.1%
Bus, minibus or coach	3,197	4.9%	6.5%	+32.7%
Train	3,252	5.0%	6.5%	+30.0%
Working mainly at home	7,592	11.6%	14.0%	+20.7%
Passenger in car or van	3,106	4.7%	6.5%	+38.3%
Other	1,017	1.5%	2.2%	+46.3%
Total	65,620	100%	100%	

Reduction in city centre parking



- Existing allocations from 2006 Local Plan, totalling 439 spaces (10%).
- Approx half already agreed for disposal : Rosemary Lane, Hawks Lane, St Johns Lane, St Radigunds (38 spaces), Longport (9 spaces).
- Remainder (194 spaces) are linked to three sites :
 - Holmans Meadow (Dover Street frontage)
 - Northgate (Linked to Kingsmead Development)
 - Castle Row (linked to expansion at Wincheap Park & Ride.
- Reduction from these three sites would only happen if there was sufficient space at P&R sites and at other city centre car parks on peak Saturdays outside the Xmas period (currently 250 spaces).
- Business user spaces would be protected.



PeoplePlacesProsperity



Public Consultation Ends Friday 18th July at 17.00



Canterbury District Transport Steering Group

Minutes of the meeting held on the 07 October 2010 at 2pm in Meeting Room 9
Canterbury City Council Offices.

Present.

Nick Betts – Chairman
Ian Brown – Head of Planning & Regeneration, Canterbury City Council
Jeremy Cooper – Stagecoach
Dutch Docherty – Stagecoach
Ruth Goudie – Kent Highway Services
Richard Moore – Transportation Manager, Canterbury City Council
Cllr Mike Patterson – Portfolio Holder, Canterbury City Council
Stuart Steed – Environmental Protection, Canterbury City Council
Emma Young – Canterbury City Council

1. Apologies.

Paul Barrett – C4B, Canterbury Partnership
Mike Gibson – Public Affairs Manager, Southeastern
Chris Lowe – Environment Group, Canterbury Partnership
Julie Oates – Principal Environmental Health Officer, Canterbury City Council
Adrian Verrall – Planning Policy Manager, Canterbury City Council

Richard welcomed everyone to the meeting

Richard advised he had updated the terms and reference for the group as Viv Pritchard was still down as a member. The meeting agreed and accepted the changes.

2. Minutes of the Previous Meeting held on 12 May 2010

The minutes were agreed as a correct record.

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5. Local Development Framework

Ian advised we are waiting for the government's advice on the Local Development Framework which we are due to receive this month. Then we will start work on the strategy.

The transport model visum has now been validated.

Action Richard to arrange a date for Jacobs to do a demonstration of the model for Development Framework Steering Group and the Canterbury District Transport Steering Group.

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10. Date of Next Meeting

To be advised.

10



Canterbury District Transport Steering Group

Minutes of the meeting held on the 09 February 2011 at 2pm in the Boardroom,
Canterbury City Council Offices.

Present.

Nick Betts – Chairman
Jeremy Cooper – Stagecoach
Ruth Goudie – Kent Highways Services
Richard Moore – Transportation Manager – Canterbury City Council
Sarah Parker – Senior Planning Officer, Canterbury City Council
Julie Oates – Principal Environmental Health Officer, Canterbury City Council
Cllr Mike Patterson – Portfolio Holder, Canterbury City Council
Emma Young – Canterbury City Council

1. Apologies.

Ian Brown – Head of Planning & Regeneration, Canterbury City Council Offices
Mike Gibson – Public Affairs Manager, Southeastern
Stuart Steed – Environmental Protection, Canterbury City Council
Adrian Verrall – Planning Policy Manager, Canterbury City Council

2. Minutes of the previous meeting held on the 07 October 2011

The minutes were agreed as a correct record.

[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

4. Local Development Framework

Sarah advised that Planning Policy had discussed the Visum model. Adrian Verrall is going to write to the developers to encourage them to use the Visum model.

Following the Localism bill we now need to provide our own housing figures Sarah advised Planning Policy are working on a methodology with Kent on how we are diversifying housing figures. Looking to have the figures ready towards the end of the year.

Planning Policy are carrying on with there studies and are also reviewing the Futures work.

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10. Date of the next meeting

Weds 8th June 2011 at 14.00hrs.

East Kent: Lighting the way to success

East Kent Futures Study
Final Report
December 2008



East Kent: Lighting the way to success

East Kent Futures Study
Final Report
December 2008

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Acknowledgements

This output is based on and comprises both your input and information sourced from third parties (which may include public data sources). Whilst we will use all reasonable care and skill in the collection and collation of this output we cannot warrant or guarantee the accuracy of the output. You acknowledge that outputs which use empirical data and/or statistical data and/or data modelling techniques cannot be taken as a guarantee of any particular outcome and are not intended to be the sole basis of your business decisions. Our standard terms of business apply.



Approved by: Heather Wells
Position: Associate Director
Date: 27th March 2009

Executive summary

East Kent stands on the threshold of a bright future. It has reached a tipping point between decline and renaissance. To fulfil its potential, East Kent will need to adopt a bold vision for the future – one that reflects its distinctiveness, builds on its assets, and addresses its most acute challenges.

East Kent has much to build upon...

East Kent's location affords the area unparalleled access to Europe, and its countryside and miles of coastline provide an attractive place to live and visit. There are three HEIs with campuses in East Kent, and the area has opportunities to expand into environmental technology. With low rates of crime, good health and education as well as a diverse tourism offer, East Kent has much to build upon.

...but also faces a number of challenges.

While East Kent has much to be proud of, the area also faces significant challenges. With the local economy underperforming its neighbours, East Kent has lower levels of prosperity and productivity than England and the wider South East. Although the area has a strong transport system, this has a tendency to become congested, causing problems for local people. The area has pockets of significant deprivation and many people fear crime. East Kent's residents also tend to have lower qualifications and fewer job prospects than their contemporaries in the rest of the UK. Similarly, although the area has a good tourism offer, it is perceived as low quality and lacks cohesion.

The area faces both internal and external influencers...

East Kent's future will be influenced by a variety of trends, from the global right down to the local. Globally, the rise of emerging markets will impact on the competitiveness of the UK, while the demands of these developing nations will further increase resource scarcity. In the UK the ratio of pensionable aged people to working age people is set to soar as the population gets older, whilst rising prosperity may not trickle down to reduce inequalities. At the local level, East Kent will see dramatic changes, both in terms of its connectivity and in the expansion of its neighbours.

...but East Kent's future lies very much in its own hands.

The assets, challenges and influencers of East Kent will play an important role in shaping its future. Through a comprehensive programme of data analysis and consultation, we articulate the following Vision for East Kent.

“By 2030, East Kent will have been transformed, building on its unique location and heritage making it the beacon of innovation, enterprise and educational excellence in the South East.”

East Kent will be:

- Renowned for **educational excellence** supporting a highly skilled workforce and businesses;
- With **an international reputation for research and development** at the cutting edge of environmental and maritime technologies;
- Home to **stronger and healthier communities**, enjoying high-quality housing and an enviable quality of life;
- At the hub of **an expanded and integrated transport network** for the UK and Europe;
- Combining to form a **world class visitor destination**, celebrating its richly distinctive natural environment, heritage and culture.

While East Kent has much to build on, there are a number of strategic priorities and actions that EKLSP and its partners must work together to deliver. While these are documented throughout the main document, a number of themes emerge:

- **Improving integration** – between East Kent’s visitor attractions, new infrastructure development and public transport, and strengthening the link between education and business;
- **Regenerating the coastal towns and raising aspirations** – by investing in deprived areas, delivering appropriate additional housing, and addressing health inequalities, skills deficiencies and crime;
- **Creating an environment within which businesses and individuals thrive** – fostering a culture of lifelong learning, enterprise and innovation;
- **Boosting East Kent’s profile** – as a destination for learners, businesses (particularly high-value businesses) and visitors; and
- **Safeguarding East Kent’s environment** – managing potential conflict between East Kent’s growth aspirations (infrastructure development, increased tourism, a larger population) and the quality of its environment.

Contact us

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Introduction

Introduction to the study

The East Kent Local Strategic Partnership (EKLSP) brings together the East Kent districts of Canterbury, Dover, Shepway and Thanet. The partnership champions the economic, social and environmental regeneration of East Kent; it seeks to meet the aspirations of local communities to benefit the region as a whole, and aims to promote the achievements of East Kent to make it the place where people want to be.

One of the priorities for the EKLSP is to develop a Sustainable Community Strategy which covers all of the four districts. To inform ongoing development and the preparation of the Sustainable Community Strategy, the EKLSP has commissioned Experian to undertake a futures study. The overall requirements for this study were to:

- Develop a vision for East Kent which is strategic, distinctive, coherent and bought into by the EKLSP.
- Establish an evidence base and baseline for the vision which can be updated and monitored in the future, drawing on Kent County Council figures where available and cost-effective.
- Provide an indication of priorities for the EKLSP (a) to achieve the potential outcomes and vision at the East Kent level (b) spatially, within East Kent at the district-level.
- Facilitate a process of engagement with the EKLSP during the course of the study, to support the partnership in its early stages as it moves towards the preparation of the Sustainable Community Strategy.

This study aims to identify potential outcomes for East Kent, building on an assessment of trends and drivers at the local, national and global level. A preferred outcome should be arrived at through consultation with board members of the LSP, which will form the focus of policy in East Kent.

This study also looks to find the balance between the need to think afresh but also build on what has gone before. That is to think afresh in considering the future of East Kent in a way that encourages new ideas and identifies the opportunities and challenges of East Kent as distinct from Kent overall and the rest of the South East. But also to recognise and complement all the work that has gone before, in particular in producing the Vision for Kent. The futures study has been fortunate in that it does not have to begin from scratch but can build on the work that Kent County Council and other partners have already done.

Developing a vision for East Kent

Throughout the course of this study we have employed a robust and transparent process to arrive at a Vision that displays three vital characteristics:

- **It is evidence based:** building on a comprehensive analysis of the distinct assets, opportunities and ambitions of East Kent. This ensures the vision is distinctive, aspirational, yet achievable.
- **It is outcome focused:** developed by a combination of econometric modelling and comparator analysis to identify a tangible end-point. This allows policy makers to 'backcast' the strategic priorities and actions required to reach this end.
- **It has buy-in:** established through a detailed programme of consultation with residents, business representatives and stakeholders. This delivers the commitment necessary to take forward the Vision, placing East Kent's future firmly within its own hands.

Outputs from the study

This report summarises the findings from the futures study. It is structured around the following questions:

- **East Kent – today:** Where are we now? What are our key assets and challenges?
- **East Kent – the future:** What are the key factors influencing our future? What might that future look like?
- **East Kent – the Vision:** What do we want our future to be? What do we need to prioritise in order to get there?
- **Measuring progress:** How can we assess whether we are on the right track?

This report is supported by a series of working papers and supporting outputs:

- East Kent: the evidence
- East Kent: consultation summary
- East Kent: conference summary
- East Kent: the baseline

For further information on this research, please contact:

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**1. East Kent –
today**

1 East Kent – today

1.1 East Kent ‘the story so far’

East Kent stands on the threshold of a bright future. It has reached a tipping point between decline and renaissance.

It has a strategic location, an attractive environment and an increasingly strong, diverse local economy. It is nevertheless an area of contrasts, characterised by its inequalities. Its future success is at risk of being undermined by the impact of localised deprivation on people’s surroundings, quality of life, prosperity and prospects.

To fulfil its potential, East Kent will need to adopt a bold vision for the future, one which both reflects its distinctiveness and addresses its most acute challenges.

1.2 East Kent’s assets

East Kent’s location affords the area unparalleled access to Europe, and its countryside and miles of coastline provide an attractive place to live and visit. There are three Higher Education Institutions (HEIs) with campuses in East Kent, and the area has opportunities to expand into environmental technology. With low rates of crime, good health and education as well as a diverse tourism offer, East Kent has much to build upon.

1.2.1 Connectivity

Whilst East Kent shares with other coastal areas the barriers to accessibility posed by the sea, the area has the advantage that its coast is not simply the end-of-the-road but the gateway by sea and by tunnel between the UK and mainland Europe.

The Port of Dover continues to be by far the busiest passenger sea port in the UK with nearly 14 million passenger movements in 2006.

Dover has continued to grow as a port for freight traffic with nearly 20 thousand tonnes of goods transported through the port – more than double the volume transported 20 years ago. This ranks Dover as one of the fastest growing freight ports in the UK. Although the volume of freight through Dover remains small compared with the UK’s main container ports, Dover is the largest in terms of ‘roll-on-roll-off’ truck and lorry transport.

East Kent is also the point of entry for the Channel Tunnel with vehicles boarding at the Cheriton terminal near Folkestone.

The High Speed Rail Link will shortly link East Kent to London and the rest of the South East shortening the journey time to London, which currently stands at at least 1.5 hours.

East Kent stands on the threshold of a bright future. It has reached a tipping point between decline and renaissance.

There has been rapid growth of internet connectivity in the UK, something that can only benefit East Kent as a location: newer faster connections will enable the development of a new generation of web-based communication tools and the increasing use of video conferencing technology, meaning the choice of location for companies may be more affected by the quality of life an area can afford its residents and workers.

1.2.2 Local connectivity

Internally East Kent is well connected by road. This is largely because Dover and Folkestone are routes into Europe and so are served by the M20 motorway, the A20 and A2 dual carriageways. The northern part of East Kent also has effective road connections with the A299 running along the northern coastline to Margate and the A28/253 connecting Canterbury to Ramsgate.

1.2.3 Population growth

The resident population of East Kent in 2006 was over 473,000¹. The area has generally had steady growth in population over the past 20 years, rising from 445,000 people in 1987. East Kent's population has grown faster than the UK as a whole, although more slowly than in the wider South East. The period 2002 to 2005 saw particularly strong population growth. Each district has experienced an increase in total population since 2000.



East Kent's population has grown faster than the UK as a whole, although more slowly than the wider South East.

¹ This figure is a combination of KCC HIA-based data for Canterbury and MYPE data for Dover, Shepway and Thanet.

Much of the recent increase in population can be attributed to inward migration from other parts of the UK. In each of the four districts of East Kent, the number of people moving into the area has been greater than the number of people leaving. Canterbury has averaged around 9,700 new arrivals each year compared with just 8,400 departures; and the other districts of East Kent have also had net in-migration, although at slower rates.

1.2.4 Quality of life

East Kent is a safe place to live, with crime rates below the average for England and Wales. The recorded crime rate in East Kent is slightly lower than the South East as a whole but it differs across local districts in East Kent. Both Canterbury and Dover are ranked among the lowest crime rates in England and Wales: recorded crime is 47 and 48 per 1000 population respectively compared to the average of 62. However, rates of recorded crime in Thanet are higher than both the regional and national average.

The health of residents in East Kent is better than the England average, although not as good as in some parts of the South East. Again, the picture is more mixed at a local level, with Thanet in particular having more severe health problems than rest of East Kent and Dover and Shepway facing the particular challenge of a high incidence of adult obesity.

East Kent has a secondary education system that compares favourably with the England average. In Dover, nearly 70% of pupils achieved five or more GCSE at A*– C grades, whilst Shepway and Canterbury achieved above the South East average of 62%. However, in Thanet, only 56% of pupils achieved five or more GCSE at A*– C grades. Indeed, not all schools in East Kent perform as well on these measures, and it will be important to bring underperforming schools up to par in order to avoid selective education and to ensure advantages are not only afforded to those able to attend the area's high performing schools.

1.2.5 Higher education

East Kent has three HEIs: The University of Kent, Canterbury Christ Church University and The University College for the Creative Arts.

The University of Kent is research-led and has an international standing in most of its subject areas. As well as its Canterbury site, it has strong European links with campuses in Brussels and France. Canterbury Christ Church University has several campuses in Kent, and offers a wide range of courses, particularly acting as a centre of higher education for public service employment. University College for the Creative Arts offers more than 80 courses and is home to a number of research centres and public galleries. The University of Greenwich has strong regional links in East Kent and Medway, promoting both lifelong learning and research excellence.

Both Canterbury and Dover are ranked among the lowest crime rates in England and Wales.

1.2.6 Energy and environment

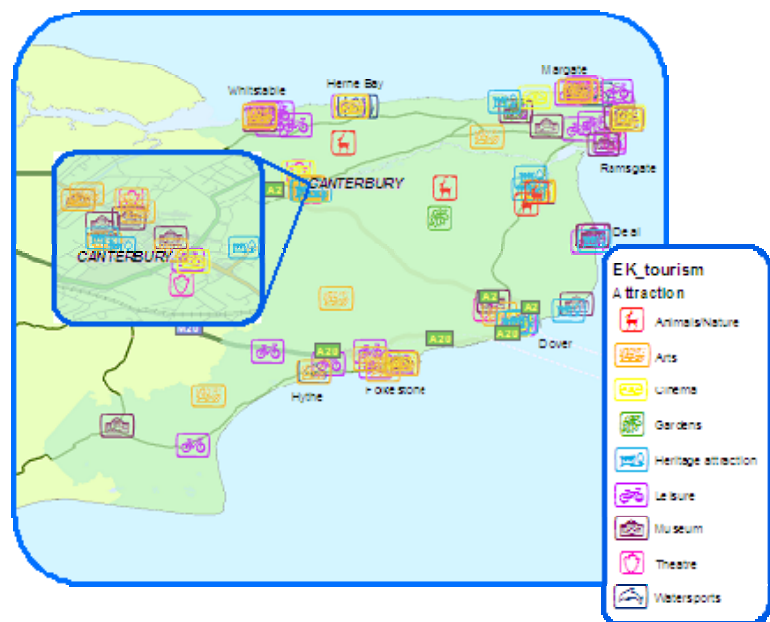
One of East Kent's greatest assets is its natural environment, home to the Kent Downs, 90 miles of the UK's cleanest beaches and the white cliffs for which East Kent is so well known.

However, with many miles of exposed coastline, extensive areas of low lying land, in places below sea level and with a range of sensitive natural habitats, East Kent is at particular risk from the effects of climate change. At the same time, with the prospect of the London Array, East Kent is already in the vanguard of sustainable energy production and has opportunities to take on a pioneering role in exploring the potential of low carbon economic progress.

1.2.7 Tourism

East Kent offers a diverse mixture of cultural heritage and natural scenery; with a wide range of important attractions the area has much to be proud of. A selection of these attractions is illustrated in figure 1.1.

Figure 1.1: A selection of tourist attractions in East Kent



Source: Experian's National Business Database

Although East Kent has much to offer there is a recognised need that the tourism sector must be developed, with several major initiatives now in place to regenerate the four main coastal towns of Dover, Folkestone, Margate and Ramsgate, in order to boost the visitor economy. These include:

- A 30 year master plan for Dover, which was produced in 2006, including ferry port expansion and a new Sea Sports Centre;
- The Folkestone Seafront Masterplan as well as the development of Folkestone's Creative Quarter and Performing Arts and Business Centre, which should embed creativity within further education and economic development;

East Kent is already at the vanguard of sustainable energy production.

East Kent's potential to attract new visitors and investment interest has been boosted by emerging cultural and creative endeavours.

- In Margate, plans for a new Turner Contemporary Gallery are proceeding with a view to the Gallery opening towards the end of 2010.
- The major leisure and retail development on the “Pleasurama” site of the Royal Sands Development currently underway in Ramsgate.

East Kent’s potential to attract new visitors and investment interest – already high due to the international standing of Canterbury – has been boosted by emerging cultural and creative endeavours, particularly in Folkestone and Thanet. These will provide a regeneration opportunity which East Kent can ill afford to miss; one which goes beyond conventional tourism and has the potential to create enduring employment; to forge new pathways into educational attainment and to open up more rewarding careers. Simultaneously, this can raise aspirations, promote personal wellbeing and foster community cohesion.

1.2.8 Residents’ satisfaction with East Kent

Residents express high levels of satisfaction with East Kent as a place to live, with 76% or more Highly Affluent, Younger Low-paid and Older Retired people reporting satisfaction. Satisfaction was, however, slightly lower amongst Lower Socio-economic groups with 62% expressing satisfaction.

Roughly three quarters of Highly Affluent, Younger Low-paid and Older retired people also expressed a very strong or fairly strong sense of belonging to East Kent as an area. Although fewer people in the Lower Socio-economic group expressed these levels of belonging the number was still relatively high with two thirds of people in this group either reporting very strong or fairly strong feelings of belonging.

1.3 East Kent’s challenges

Whilst East Kent has much to be proud of, the area faces significant challenges as well. With the local economy underperforming its neighbours East Kent has lower levels of prosperity and productivity than England and the South East. Although the area has a strong transport system, this has a tendency to become congested, causing problems for local people. The area has pockets of significant deprivation and many people fear crime. East Kent’s residents also tend to have lower qualifications and fewer job prospects than their contemporaries in the rest of the UK. Similarly, although the area has a good tourism offer, it is perceived as low quality and lacks cohesion.



Despite providing essential commercial links from the UK to Europe, increasing traffic congestion causes frequent problems.

1.3.1 Transport and internal connectivity challenges

Road traffic in East Kent presents a paradox. On one hand it provides essential commercial links with the rest of the UK and the expanding markets of continental Europe. On the other, growing traffic congestion creates frequent problems, particularly around Canterbury.

The figures for freight movements along East Kent's two road traffic arteries speak for themselves:

- M20 (2005 actual) – 3.2 million truck movements, 11,000 a day at peak times.
- M20 (2034 projected) – 6 million truck movements, 20,000 a day at peak times.
- M2/A2 (estimated) – 470,000 truck movements annually.

Efficient transport links are vital if East Kent is to support much needed regeneration and to make the most of its unique gateway location.



The population of East Kent is not just growing – it is becoming older.

1.3.2 Ageing population

The population of East Kent is not just growing – it is becoming older. East Kent has experienced an increase in recent years in the number of residents aged over 60, who represent over 26% of the population – although this is a share that has changed little throughout the past two decades. The population has become older with the increase in the number of residents aged 40-59 which now represents over 26% of residents compared with just 21% in 1987.

With these groups moving towards retirement age, the ratio of pensionable age people to working age people is set to soar over the next 20 years. Moreover, with people living longer, there will be a substantial increase in the population aged above 85 in East Kent, with this age cohort expected to grow by 18% over the next decade. With higher living and healthcare costs, the needs of this group will have to be catered for and there must also be a greater focus on retaining older workers in the labour market, to ensure a shortfall in the supply of workers does not prevent East Kent from realising its economic potential.

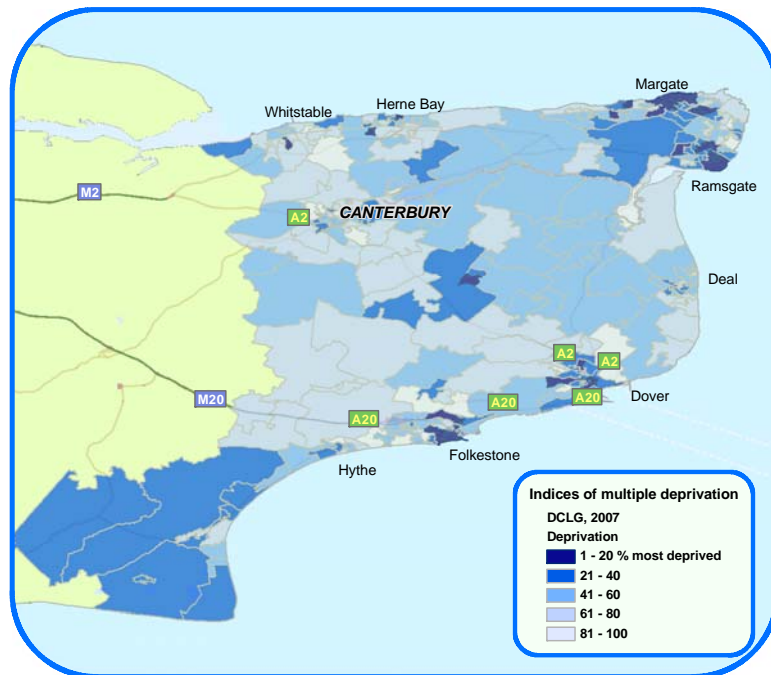
1.3.3 Deprived neighbourhoods

According to a recent benchmarking study on England's seaside towns by the Department for Communities and Local Government, seaside towns tend to be more deprived, over a series of indicators, than the average for England. The resort around Whitstable and Herne Bay was identified as one of the 10 strongest economies out of the 37 studied. However, Thanet, which included Margate, Broadstairs and Ramsgate, was identified as one of the 10 weakest seaside economies. The third East Kent seaside resort in the study, Folkestone/Hythe, was neither identified as particularly strong nor weak, though was notably one of only two seaside economies to experience employment decline over the last 10 years, compounding local deprivation.

It is an uncomfortable but inescapable feature of East Kent that it has 19 Super Output Areas (SOAs) which are among the top 20% most deprived localities in England and of these, six are in the top 5% (Indices of Multiple Deprivation 2007).

This concentration of disadvantage is apparently compounded by its peripherality and remoteness relative to today's drivers of national prosperity. The indices suggest there has been little change in either the location of deprivation, or its severity, since 2004.

Figure 1.2: Indices of Multiple Deprivation, 2007



Reducing the number of young people who are at risk of offending is a key challenge for East Kent.

1.3.4 Fear of crime

There is a clear and persistent link between crime and other indicators of disadvantage in East Kent. And people's concerns about crime and anti-social behaviour continue to reflect the quality of their surroundings and their perception of the 'image' of their locality. In particular, there are local concerns about:

- Anti-social behaviour, where residents' worries exceed the County average in 3 out of the 4 East Kent districts;
- Night time economy crimes, where the number of incidents in Thanet and Canterbury has increased by 17% and 27% respectively since 2003; and
- Violent crime, where there have been even greater increases over the same period in Dover (common assault up by 69%), Canterbury and Thanet (woundings up 61% and 34% respectively).

East Kent also experiences a relatively high proportion of young people entering the youth justice system. Reducing the number of young people who are at risk of offending is a key challenge for East Kent in view of the

impact on families, the community at large and its prospects for future success.

1.3.5 Qualifications and prospects

The economic underperformance of East Kent is inextricably linked to the relatively low levels of educational attainment achieved by local people and a corresponding lack of skills. Employment projections forecast a strong employment demand for people with intermediate and higher level skills. The concern in East Kent is that too many residents currently lack skills at the right level to respond to these labour market changes and will thus struggle to compete effectively. This is borne out by current evidence:

- Less than a quarter of working age residents have Level 4 or equivalent qualifications, compared to 31% in the South East and the long term national target of 40%;
- East Kent has about 72,800 working age residents with qualifications at or below Level 2. Of these, almost half (47%) have no qualifications at all;
- Although increasing, literacy and numeracy performance in schools remains below the Kent and English average, suggesting basic skills issues may also act as a barrier to labour market participation.
- Forecast labour demand to 2014 suggests that of the net annual demand of 11,300 jobs in East Kent, 61% would require a skill level in excess of Level 3 with only 13% being available to new entrants qualified below Level 2; and
- Almost 1 in 7 working age residents in East Kent claim welfare benefits. This proportion has altered little between 2000 and 2007.

It will require sustained effort to improve the skills base of East Kent residents to the point where they can compete far more effectively for the jobs that local growth will generate. If this challenge is not addressed, then the level of benefit dependency will remain as stubbornly high as it has proved to be over the last few years. Ultimately this will discourage continued inward investment and undermine the sustainability of growth itself.

1.3.6 Economic opportunity

East Kent has lower levels of economic prosperity, productivity and enterprise than is average across the South East and UK. In terms of growth, East Kent under performed both the wider South East and the UK overall throughout much of the 1990s. East Kent experienced some higher rates of growth in the early 2000s but has returned to a slower average rate of growth in recent years.

There are few major single-site employers in East Kent. Some of the largest single employers are either in public service such as the NHS or local government; or in retail such as with the major supermarket businesses. These are employers that are largely found across the country and cannot

Less than a quarter of working age residents have Level 4 or equivalent qualifications, compared to 31% in the South East and the long term national target of 40%.

really be viewed as distinctive for the business structure of East Kent. There are few major companies with a large employment presence or headquarters in East Kent. Major companies that do have a large employment presence in East Kent include Pfizer and Saga.

The employment mix in East Kent, compared with the UK as a whole, is characterised by being mildly over-represented in those jobs in sectors that can be called 'low value' i.e. jobs in sectors with low level of output per worker such as retailing and hotels and catering. East Kent is also proportionately more dependent on jobs in public services such as health and education. Conversely, East Kent is under-represented in those jobs in sectors that can be called high-value i.e. business services and finance. Moreover, employment change in East Kent has also favoured relatively faster growth over the past decade in low value sectors rather than high value sectors.

1.3.7 Perceptions of East Kent's tourism offer

East Kent has much to offer, but the perception of the area is one of low quality. Tourism in East Kent is generally short-stay, low-spend. Kent as a whole has lower figures of spending per trip than the South East and for England. Average spend per night in the South East is £61.98 compared with only £48.70 in Kent.

Tourists in Kent spend less time in the area than visitors to other regions. At an average of 2.8 nights, the length of a trip to Kent is shorter than an average trip to the South East, and much shorter than one to a similar coastal region like Devon, where the average number of nights per trip is 4, or Cornwall, where people stay 5.6 nights. While figures for the East Kent area are unavailable, we would expect length of stay to be largely in-line or only marginally above the County average.

1.3.8 Affordability

With an attractive living environment, good communications and growth in the jobs market, East Kent is set to become a focus for investment in residential development. Indeed, the South East Plan allocates an additional 28,900 new homes to East Kent between 2006 and 2026.

Affordability is however a key issue in East Kent, reflecting historically low earnings. Equally important is the quality of the older housing stock, especially privately rented homes in the larger coastal towns.

- The average house price to income ratio in East Kent is 1:5.3, compared with 1:4.7 in the South East as a whole, this means that affordability of housing is low for East Kent's residents compared with others in the South East;
- The Strategic Housing Market Assessment estimates that over 7,000 households that cannot access market housing will be competing for around 2,000 affordable homes every year. As a consequence, the SHMA recommends increasing the affordable housing contribution from

Employment change in East Kent has favoured faster growth in low rather than high value sectors.

East Kent is set to become a focus for investment in residential development.

the 30% allocated in the South East Plan to 35% in some Local Housing Market Areas where this issue is expected to be particularly severe.²

- There are almost 12,500 households in East Kent which are regarded as being in fuel poverty, this accounts for 4% of households in fuel poverty in the South East. East Kent households account for 6% of households in the South East, meaning this figure is relatively low, but still significant in absolute terms; and
- The proportion of all homes failing the fitness standard in Dover, Shepway and Thanet, are ranked respectively 1st, 3rd and 6th highest in the South East with an average of 11% unfit homes per district, against a regional mean of 4%.

Despite continuing housing improvement initiatives, a significant proportion of the older housing stock is associated with disrepair, poor living conditions and fuel poverty. Inevitably, the worst housing conditions are concentrated in those areas where the need for regeneration is greatest and where the shortage of high quality homes has a disproportionately severe impact on community prospects.

² Strategic Housing Market Assessment for the East Kent Sub-region, Ecotec on behalf of the EKLSP, March 2009



2. East Kent – the future

2 East Kent – the future

2.1 A global perspective

2.1.1 Rise of emerging markets

There is a rebalancing in the world economy characterised by the rapid growth rates of emerging markets, such as Brazil, Russia, India, China and eastern European countries.

The implications of this for the UK are widely reported. For example, many traditional manufacturing activities that were once major employers in the UK are now mostly found in emerging economies where costs are lower. This may displace some employment within the UK, which will be noticed in East Kent.

Lower manufacturing costs overseas may cause employment in manufacturing industries to decline in East Kent. The UK has a comparative advantage in high-value added and service industries. A focus on such industries could secure long term jobs growth in East Kent, but only if this is properly supported by the correct business-focused skills profile.



Forecasts for the economic growth of major Asian countries are significantly higher than for the UK.

2.1.2 Resource scarcity

Whilst commodity prices have stabilised lately, the long term trends suggest that scarcity will remain a key global issue. There is no doubt that high food and oil prices impact heavily upon the poorest members of society. In East Kent there are several Super Output Areas (SOAs) that fall within the 20% most deprived SOAs in the country. There will be a need to support people in these areas to afford food and fuel to ensure their standard of living remains at the level East Kent's residents expect and deserve. To ensure its long term sustainability this support will need to improve job prospects and provide the necessary tools to do this.

Oil prices have recently surpassed previous price records, and although prices have now begun to fall back slightly this may only be short term. On the demand side, there are growing needs from emerging economies such as China and India in the wake of their fast-growing economies and thirst for energy. At the same time, supply for oil has failed to keep pace with demand, partly due to Oil Producing Exporting Countries (OPEC) restriction on oil export and partly due to a lack of investment in previous decades.

2.2 A UK perspective

2.2.1 An older and diverse population

The UK population is ageing as a consequence of the legacy of previous fluctuations in the birth rate and increased life expectancy. The average age for a UK resident was 39 years in 2006, an increase from 34 years in 1971. Moreover, despite a great deal of debate over the past decade on the ageing of the population, the real effects are yet to be felt. Indeed, as the so called 'baby boom' generation reaches retirement the proportion of the population of pensionable age will soar.

This ageing of the population will lead to high care needs, and appropriate policies will need to be in place to ensure that access to facilities is maintained as the population of the area ages. At the same time, older people are becoming more active, and will have increased demands for lifelong learning facilities and other similar opportunities.

2.2.2 Rising prosperity but sustained inequalities

The UK economy has experienced a long period of economic growth and this has translated into higher pay for the UK population as a whole. The average weekly wage in the UK (in current prices) has steadily increased from £372 per week in 1997 to £534 per week in 2006. Figures for the East Kent district are similar, with the highest average income in Shepway at £545 per week and the lowest in Dover, where average earnings are £495 per week.

Evidence from the Organisation for Economic Cooperation and Development (OECD) also suggests income inequality has fallen in the UK since 2000. However, this level is still quite high compared with other OECD countries. It will be important to reduce levels of inequality within East Kent where there are some entrenched disparities, particularly in Thanet, one of the most deprived coastal resorts in the country, and Dover.

2.3 A South East perspective

2.3.1 A framework for development in the South East

The South East Plan sets out a framework for development across the region for the period 2006 – 2026, its core objectives being to *“balance continuing economic and housing growth with rising standards of*

The average weekly wage has steadily increased from £372 per week in 1997 to £550 per week in 2006.

environmental management and reduced levels of social exclusion and natural resource consumption.” In other words, to increase the breadth and depth of high a quality of life across the region, whilst managing the environmental impact of higher levels of growth.

Specifically the plan set out targets for topics such as housing – e.g. 60% of new development to be on brownfield sites; transport and communications – e.g. improving access to international gateways like the Channel Tunnel; and the economy – e.g. provision of a good range of employment sites.

In particular, the Plan outlines dwelling allocations for all districts in the South East, to be reflected in the Local Development Framework documents for East Kent. Moreover, the identified growth area around neighbouring Ashford will create challenges and opportunities for the East Kent area [see Section 2.4.2 below].

2.3.2 A framework for sustainable prosperity in the South East

Sitting alongside the South East Plan, the Regional Economic Strategy (RES) for the South East articulates a strong and ambitious Vision to be “*a world class region...[achieving] global competitiveness through smart growth and sustainable prosperity*”. The RES identifies three key challenges for the region moving forward, which also apply to the local context:

1. **The Global Challenge**; that the South East will face intensified international competition, especially from India and China for global HQs and research establishments as well as for labour intensive plants and offices. The region must focus on attracting Foreign Direct Investment, expenditure on R&D and appropriate infrastructure.
2. **Smart Growth**; the region needs to increase levels of prosperity per head, without increasing its environmental impact by raising levels of enterprise, productivity and economic activity.
3. **Sustainable Prosperity**; the pursuit of economic growth should not be to the detriment of the region’s environment. Long-term plans are only achievable adhering to a sustainable development structure, which in turn offers the region a source of competitive advantage through ecologically-friendly innovation.

The RES provides a strategic framework for the region – one that will steer action and investment at the local level. The spatial prioritisation within the region will both directly and indirectly influence East Kent. The RES identifies a number of “Diamonds for Investment and Growth” including Thames Gateway Kent, and the growth of these areas will bring both opportunities and challenges for East Kent [see Section 2.4.2 below].

More directly, the Strategy highlights the challenges faced by many of the coastal parts of the region (including parts of East Kent), prioritising investment in “*skills progression, innovation and creativity, economic upgrading and culture and leisure-based growth*” as important drivers in securing regeneration and vitality in these areas.

2.4 An East Kent perspective

2.4.1 Expansion of East Kent's transport network

East Kent already has good international transport connections, and these are set to be strengthened further. Plans for the expansion of the Port of Dover include 88% increases in freight traffic, and 15% increases in passenger numbers by 2034. Kent International airport is also expected to grow, carrying an estimated 6 million passengers by 2021. With the additional growth of large ventures like Lydd airport and Westwood Cross increasing demands will be placed upon East Kent's road networks. Whilst this expansion should offer continuing employment opportunities for the area, it will be important to ensure East Kent's local road networks are able to accommodate the increased traffic associated with these developments.

The arrival of the High Speed Rail Link will connect East Kent to London, reducing current journey times by as much as 40 minutes. This link should be fully operational across the East Kent by 2011. East Kent has the potential to become the home to large numbers of commuters to London, who are likely to bring greater spending power to the area although their impact on community cohesion would need to be carefully managed.

2.4.2 Expanding neighbours

East Kent's neighbours are expanding. With 31,000 houses planned in Ashford by 2031 as well as growth in Kent Thameside and the Thames Gateway, there will be an even larger number of people living near East Kent.

This will widen the potential market for East Kent businesses, as well as the potential number of visitors to East Kent, helping to reduce the seasonality of tourism through greater numbers of people enjoying all East Kent has to offer for leisure and recreation.

At the same time there may be a risk that deprived communities from these areas are uprooted and move to East Kent for its more affordable house prices – a possibility that will place even greater importance on the development of opportunities for training and employment in the area.

2.5 East Kent: four possible narratives

The assets, challenges and influencers of East Kent will play an important role in shaping its future. Four narratives articulate the potential impact of these factors on the future of East Kent, facilitating dialogue around their desirability, impact and implications for policy makers.

2.5.1 Academy for Learning and Business

The Academy for Learning and Business narrative is about East Kent as a centre of excellence for learning and skills: building on East Kent's strong

higher and further education sector, and combating the lower than average level of qualifications in the area.

The expansion of East Kent's universities and further education sector will underpin improvements in the qualifications and skills of the area's workforce. There will be high numbers of qualified professionals emerging from higher education. High quality further education and schooling will improve employability of residents with poorer skills. The improvement in the workforce will enable East Kent to develop new businesses in research and innovation for sciences, technology, engineering and digital media.



The expansion of East Kent's universities and FE sector would underpin improvements in the qualifications and skills of the area's workforce.

This narrative would require support of the expansion of East Kent's universities and their increased engagement in the local economy, in particular their increased links with businesses. There would need to be investment in, and effective management of, the area's further education colleges, focusing on improving skills and employability of young adults.

This should bring about increased business start-ups, with more self employment and professional and managerial workers as well as increased inward investment to East Kent by high-value knowledge economy businesses, attracted by the ready supply of highly skilled graduates. The improved skills of residents would increase participation in employment which would help to raise aspirations and reduce problems of poverty in the most deprived communities. In addition this narrative should create conditions of opportunities and quality of life so that better qualified residents do not simply move away to other places.

2.5.2 Connected Gateway

The narrative for East Kent as a Connected Gateway envisages the area as a connected hub for both passenger transport and freight, building on East

The High Speed Rail Link to St Pancras will put East Kent's towns within commuting and commercial distance of central London.

Kent's unique transport sector and addressing the area's lower employment and GVA levels by creating jobs and attracting high-spend commuters.

The High Speed Rail Link to St Pancras will put East Kent's towns within commuting and commercial distance of central London. The Port of Dover would have expanded as a major freight terminal for 'roll-on roll off' goods transport and Kent International Airport will grow in regional importance. East Kent would respond to the growth of surrounding areas such as Ashford and the Thames Gateway and businesses will view these areas as accessible markets.

Achieving this narrative would require completion of High Speed Rail Link and the sustained expansion of Kent International Airport as well as supportive infrastructure investment around railway stations and East Kent's airports. Planning policy and transport investment would be needed to support growth of the Port of Dover for freight.



The Port of Dover continues to be the busiest passenger sea port in the UK with nearly 14 million passenger movements in 2006.

East Kent as a Connected Gateway would see an increased share of residents commuting to jobs in central London, bringing high-skilled residents with more spending power into the region. There would be a significant increase in transportation and construction jobs at Port of Dover and Kent Airport. Policies to improve infrastructure, local shareholdings in revenues, as well as encouraging businesses to invest in the region would ensure benefits for residents. There is also the potential to promote tourism to travellers coming through the area.

2.5.3 Energy Powerhouse

The Energy Powerhouse narrative sees East Kent becoming a leading supplier of energy and energy technologies. This would be founded upon East Kent's position as an energy supplier, and its prospects with the London Array. This narrative will improve job prospects, encouraging young people to stay in East Kent and increases in energy employment should raise GVA.

There are high energy needs in London, the South East and nationally. East Kent can be a source for renewable electricity generation through off shore and on shore wind power, hydro turbines, nuclear generation in Dungeness, and bio-fuel production in rural areas. This energy role will bring new jobs and businesses developing ideas and technologies for energy and the environment.



This energy role will bring new jobs and businesses developing ideas and technologies for energy and the environment.

This narrative would require planning policy in East Kent to permit the development of new energy infrastructure. Local partners would need to engage with energy companies to understand their needs and attract investment.

Investment in off/on-shore wind turbines, and possibly hydro turbines would initially generate large numbers of construction jobs then some high-skilled engineering and maintenance jobs. Nuclear and biomass power would also offer job increases in the local area.

There would be a need to ensure benefits stretch beyond the initial construction jobs then small numbers of high value, high paid operating jobs. This could be done by promoting related business activities such as R&D in energy and environmental technology and using policies to capture benefits for residents such as negotiating discounted energy prices.

East Kent is well-known as a location for heritage, culture, leisure, sport, entertainment and an attractive environment.

2.5.4 Location, Location, Location

The Location, Location, Location narrative is about East Kent as a great place to live and visit. Capitalising on East Kent's impressive natural and cultural assets this vision will encourage aspiration, foster community cohesion, offer jobs and qualification opportunities, and encourage young people to stay in the area.

East Kent is well-known as a location for heritage, culture, leisure, sport, entertainment and an attractive environment. It will be a desirable place to

live, for people of working age and their families and also mature workers planning retirement. New residents will be attracted by East Kent's environment and quality of life. It would be a popular place for tourism, with weekend trips for people across the South East and also long stay holiday-makers from around the UK and overseas.

This narrative would require investment in protecting and conserving East Kent's natural landscapes and heritage assets and in promoting cultural and leisure events as well as investment in new housing and infrastructure. To increase tourism effective marketing of the East Kent brand would attract visitors and tourism-related business.

Increased numbers of people would choose to make East Kent their home as a place to work and raise children; or as a place to retire. Greater numbers will choose East Kent as a destination for holidays or breaks, with increases in jobs in tourism and related activities as well as for jobs linked to personal and social care for residents.

2.6 Shaping East Kent's future

East Kent's future is not set in stone, predetermined by its past and the factors influencing its future. East Kent's future is ultimately in the hands of its residents, businesses and public sector partners.

Founded on East Kent's assets, opportunities and ambitions, identified through a coherent process of consultation, EKLSP articulates the following Vision for East Kent. This Vision sets out the distinctive role that East Kent will play as it work towards the Vision for Kent and the aspirations of the wider South East region.

East Kent's future is ultimately in the hands of its residents, businesses and public sector partners.

The background of the slide is a photograph of a bright blue sky filled with soft, white, fluffy clouds. The clouds are scattered across the frame, with some larger patches and some smaller wisps. The overall tone is bright and airy.

3) East Kent – the Vision

“By 2030, East Kent will have been transformed, building on its unique location and heritage making it a beacon of innovation, enterprise and educational excellence in the South East.”

East Kent will be:

- Renowned for **educational excellence** supporting a highly skilled workforce and business sector;
- With **an international reputation for research and development** at the cutting edge of environmental and maritime technologies;
- Home to **stronger and healthier communities**, enjoying high-quality housing and an enviable quality of life;
- At the hub of **an expanded and integrated transport network** for the UK and Europe;
- Combining to form a **world class visitor destination**, celebrating its richly distinctive natural environment, heritage and culture.

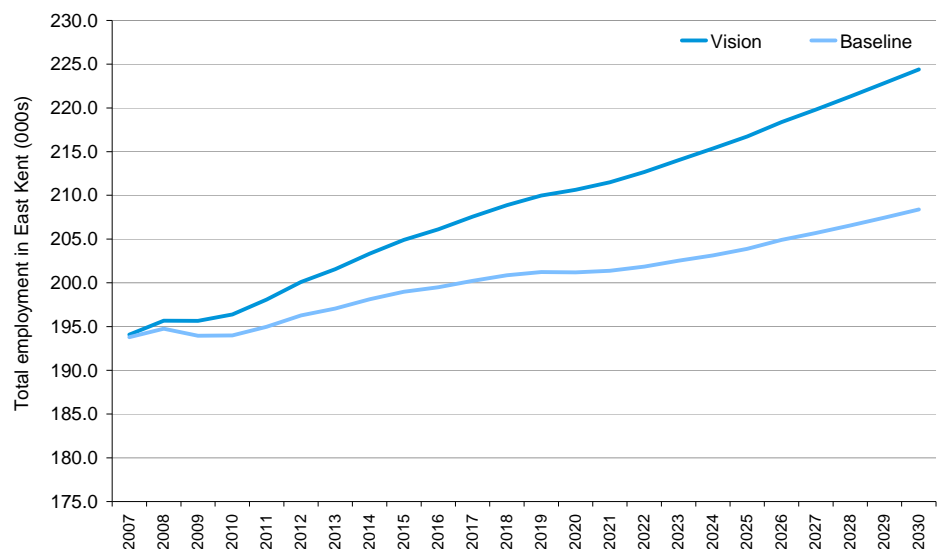
Lighting the way to success

“With an international reputation for research and development at the cutting edge of environmental and maritime technologies”

What does it look like?

By 2030, East Kent will have a strong, productive, high performing economy. Growth in economic output (GVA) would have averaged 2.8 per cent per annum between 2010 and 2030, driven by both by productivity gains and employment creation. Indeed under the Vision, East Kent creates an additional 28,000 jobs between 2010 and 2030, compared to 14,400 under the baseline.

Figure 3.1: Total employment in East Kent will increase significantly



Source: Experian, 2008

Economic growth in the sub-region would have been driven in particular by high value service sectors and East Kent will have an *international reputation* as a hub for environmental and maritime innovation, best placed to deliver emerging technologies in great demand by a UK economy increasingly focused on sustainability.

Building on its world renowned education sector and exceptional quality of place offer, East Kent will have developed a *critical mass* of R&D businesses, with a focus on environmental and maritime technologies. These businesses will thrive on

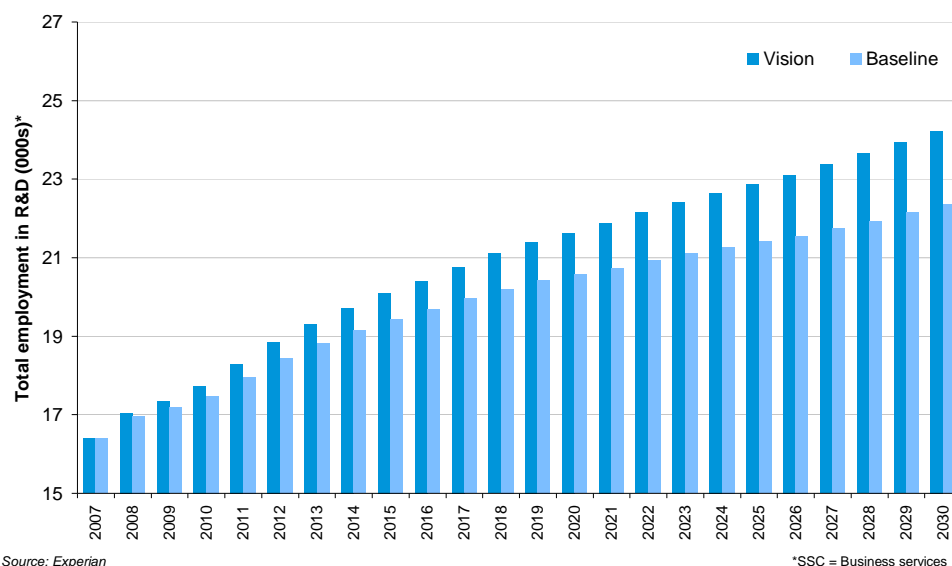
“R&D plays an important role in the innovation process which is increasingly vital to current and future profits for UK companies.”

BERR, 2008

a culture of competition and collaboration, fostered by East Kent's well established sector-specific business networks and strong knowledge pathways between the area's HEIs and businesses.

The presence of more high-value business in East Kent will create technical and support jobs across the area, employing people from a variety of skills backgrounds.

Figure 3.2: Employment in R&D in East Kent will rise substantially



Source: Experian

*SSC = Business services

“Many employers cite the quality of... [the] environment as a key factor in the success of their businesses”

Oxfordshire’s Sustainable Community Strategy: Briefing Paper 3: The Economy

Case study – Oxfordshire

- In addition to a significant concentration of R&D employers in the city of Oxford itself, there are substantial concentrations elsewhere in the county. **R&D employers exhibit high levels of interdependence.**
- Oxford acts as a **hub for a number of activities** but in many ways there is a “polycentric” pattern of development.
- Many employers cite **the quality of Oxford’s environment as a key factor in the success of their business**, as well as the **existence of strong sector-specific networks**. Transport links and infrastructure are also considered to be important in allowing residents to access employment opportunities.
- There are **high skills levels**, well above the national average, though this does vary across the county’s districts.

What to prioritise?

Creating the optimal conditions within which R&D businesses thrive

East Kent already benefits from a strong higher education sector, excellent quality of life, and exceptional transport infrastructure. While these are key factors influencing the location decisions of R&D businesses, there is scope to further improve the business environment, fostering a culture of competition and

collaboration and ultimately creating the conditions within which R&D businesses, be they spin-offs or inward investors, thrive.

Building the reputation of East Kent as a location for high value businesses

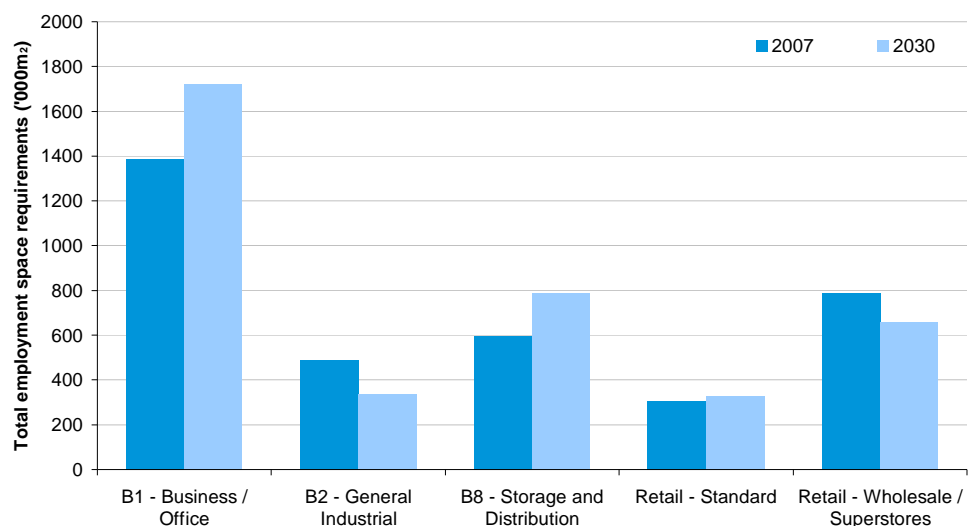
East Kent already benefits from an overrepresentation of environmental and maritime businesses and there exists the opportunity to build on this, attracting similar businesses to the area by promoting the benefits of agglomeration – the concentration of economic activities in related sectors within a geographical area – and branding East Kent as a centre for knowledge, R&D and innovation.

How do we achieve it?

Ensure sufficient and appropriate employment land provision

- EKLSP must work with the local authorities when developing Local Development Frameworks to ensure sufficient allocation of employment land to laboratory space and science parks. Experian estimates the need for an additional (net) 273,000 square metres of employment space. 332,000 square metres of employment land type B1 will be needed to support expansion of the R&D sector. These figures are however based on the assumption that the current market is in a state of balance and it will be important to consider existing vacancy, capacity and redevelopment opportunities currently under investigation as part of the forthcoming Employment Land Reviews.

Figure 3.3: Additional employment land will be needed to support expansion



Source: Experian

Develop strong business networks and knowledge pathways

- R&D companies thrive in an environment of competition and collaboration. Working with the regional Business Link, EKLSP must ensure there exists strong sector-specific business networks (conferences, corporate events

“Incentives for businesses to conduct R&D in the area would improve the jobs and complement EK's already high number of research jobs.”

Conference Attendee

and online forums and portals) to facilitate knowledge transfer between R&D businesses, and also across wider supply chains.

- EKLSP also has a role in facilitating links between HE and FE providers and R&D businesses, to capitalise on the area’s academic assets and facilitate local knowledge transfer. *Linking education with businesses* will ensure delivery of the courses and ultimately skills needed by high-value industries, as well as potentially building R&D specialities within East Kent’s HEIs.

Position and market East Kent as a destination for R&D

- EKLSP must act as an ambassador for East Kent, working with the South East Sector Consortia (Marine South East and Envirobusiness), UK Trade and Investment (UKTI) and the South East Economic Development Agency (SEEDA) to *promote East Kent as a primary destination for R&D investment*.
- *Additional incentives should be offered to R&D companies looking to locate in East Kent*. Incentives could be monetary, such as targeted subsidies or preferential business rates, or in-kind assistance including administrative support; help and direction towards relevant government funding; or help in locating or developing appropriate employment space.
- The partnership must also develop *East Kent-wide marketing collateral* highlighting the area’s strong HEI presence, highly skilled workforce, suitable employment space, quality of life environment – factors of great importance to high value businesses – as well as any additional incentives available to businesses looking to locate in the area.

Summary actions

Action	Lead	Partners
Ensure sufficient allocation of employment land to laboratory space and science parks	Local Districts	EKLSP
Ensure there exists strong sector-specific business networks	EKLSP	Business Link
Improving links between education providers and businesses	FE & HE providers	Business Link, EKLSP
Promote East Kent as a market for primary R&D	EKLSP	SEEDA, UKTI, South East Sector Consortia
Offer incentives to businesses to encourage location in East Kent	EKLSP	SEEDA, UKTI, District Councils
Marketing of area’s offer to R&D businesses	EKLSP	SEEDA, UKTI, Business Link

“Renowned for educational excellence supporting a highly skilled workforce and business sector”

“East Kent has reached a ‘tipping point’ where significant levels of investment provide it with tangible opportunities for improved economic prosperity and more and better jobs for local residents.”

East Kent Skills and
Employability Plan

What does it look like?

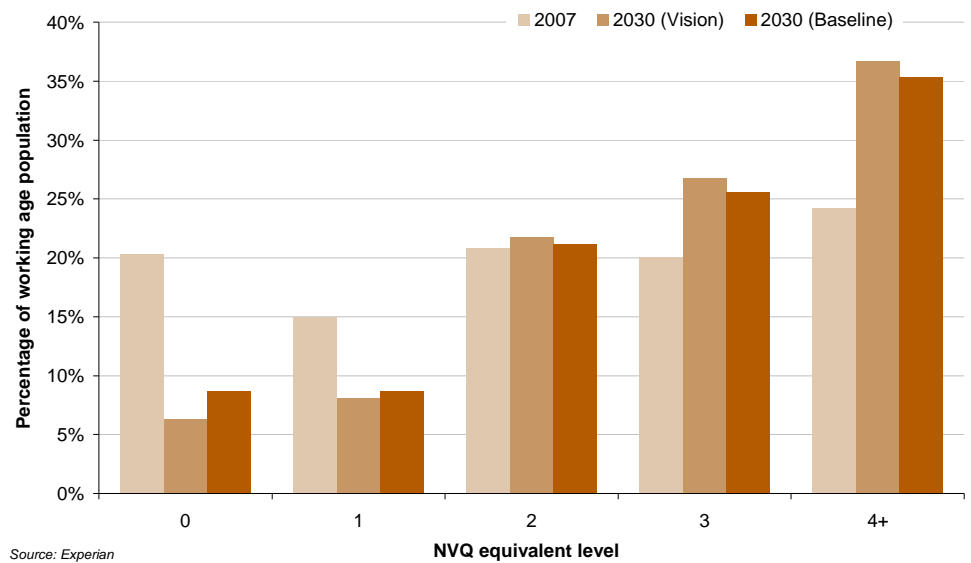
By 2030 businesses from across the world will be drawn to East Kent to exploit unique knowledge sharing opportunities, centred around the area’s first-class HEIs, and supported by *a skills base that is far-reaching, wide-ranging* and tailored to the needs of businesses.

Expanded and enhanced higher education provision will *attract increasing numbers of students*, both from within East Kent as well as from elsewhere in the UK and overseas. Canterbury and other areas will become hubs of innovation and enterprise, driving hi-tech and knowledge-based businesses in the South East.

Strong links between businesses and HEIs deliver business relevant courses, work experience and employability skills, which subsequently boosts the retention of graduates; keeping those who have studied in East Kent in local employment and competing with other areas of the South East for graduates who have studied elsewhere.

A culture of lifelong learning will be embedded within East Kent, with all groups of the population, including the most deprived groups and the elderly, engaging in learning. An ageing population, and higher dependency rates, will make it increasingly harder for East Kent to achieve above average rates of economic growth, if these groups are not engaged with. Therefore, whilst much of the focus is at the high value-added end of the spectrum, up-skilling opportunities will be extensive and flexible, allowing all residents of East Kent to enjoy in the economic success of the area.

Figure 3.3: Skills levels will rise significantly in East Kent



What to prioritise?

Boosting the profile of East Kent's HEIs

While East Kent's HEIs are one of its greatest assets, these are yet to be fully exploited and the success witnessed by other parts of the UK with strong HEI presence eludes East Kent. Continued investment and marketing of these institutions, as well as schemes to build links with HEIs overseas, will be essential to boosting their reputation for HE provision and research, which in turn will be fundamental to the area's renown for educational excellence.

Creating enterprise/innovation hubs

East Kent's strong HE presence should also be exploited for the creation of hubs of innovation and enterprise, attracting businesses and entrepreneurs from across the globe to the area, to share knowledge with other innovators and benefit from first-class incubator facilities of the area's universities.

Of particular importance in this regard is the exploitation of The Canterbury Enterprise Hub, part of the major SEEDA initiative designed to improve the start-up and survival rate of knowledge-based companies, particularly those which are highly innovative and high growth.

These hubs should provide support to new businesses through provision of incubators, facilitating introductions to potential investors, as well as other business support services – such as mentoring from public and private sector businesses – with an aim to convert the region's knowledge base into high value added economic activity.

Delivering demand-led provision

Improving linkages between universities and local employers is a central priority of the Vision as in some sectors a mismatch exists between the needs of businesses and the courses provided by FE and HE providers. Employer engagement in terms of curriculum development would better serve both parties, ensuring students are more 'work-ready' and giving employers a better pool of talent to choose from. Indirectly, better linkages will also lead to more graduates remaining in the area, as they see jobs available to them that cater to their skillsets.

Promoting the value of work experience, in the form of internships, shadowing schemes and sandwich courses will be important in terms of the development and delivery of employability skills. Courses could encompass more generic competences, such as communication, teamwork and entrepreneurship to better meet business need.

Fostering a culture of lifelong learning

Educational Excellence in East Kent applies at all levels – addressing poor rates of achievement and promoting a culture of lifelong learning that delivers the intermediate and high level skills both employers and residents need in order to be successful in the increasingly knowledge-driven economy.

East Kent's ageing population means that economic growth is unsustainable if older groups disengage from the labour market. The re-skilling of older people – from industries which have somewhat deteriorated to more dynamic, successful industries – must be a priority if the strong growth patterns are to be achieved and sustained up to 2030 and beyond. Moreover, those hard-to-reach, more deprived groups must be engaged in learning if the benefits of strong growth are to result in prosperity for the entire area.

The flexibility of learning and training programmes must be better communicated to these groups, as well as to employers. The breadth and depth of these programmes may well be largely unknown to sections of both parties, hindering them from taking up or offering such opportunities.

The East Kent Skills and Employability Plan outlines a series of additional, broader priorities to addressing skills and employability issues in East Kent.

East Kent Skills and Employability Plan

Priorities:

Develop collaboration and co-ordination

- Help learning providers cater better to business and community needs

Raise aspirations and change perceptions

- Residents and businesses need to have a better understanding of opportunities available to them

Focus services on economic development and regeneration opportunities

- Need to tie in learning with skills needs arising from major developments

Address poor basic skills and low levels of achievement

- Learning and community development activities are needed to re-engage people in education

Increase employer involvement

- Employers should be involved in the development of learning provision as well as being encouraged to provide work experience

How do we achieve it?

Targeted expansion and marketing of HE and FE providers

- *Investment in East Kent's FE and HE providers* – their facilities, staff and marketing collateral – will be essential to boosting their reputation for high quality provision and research. Building on the work done to date in this area, institutions should also consider schemes to improve their profile overseas, for example through strategic links with overseas institutions in emerging economies, in order to attract greater numbers of foreign students.
- EKLSP must work with planners in the local authorities to ensure that Local Development Frameworks *accommodate sufficient, flexible employment space to accommodate investment in the education infrastructure* of East Kent and to respond to emerging business needs, changes to the business base and spin-offs.
- HEIs and FEIs must *tailor curricula to tie in with major developments in the area*, such as the decommissioning of Dungeness A, as well as future growth sectors such as R&D, environmental and maritime technologies to provide graduates with a set of high-skilled, viable, sustainable career options within the area.

Greater employer engagement in education provision

- The provision of training in the area must be demand-led, reflecting the needs of employers both now and in the future. EKLSP must *broker meetings between mainstream providers (school, FE and HE), the community and the voluntary sector, and local employers* to develop a more joined-up approach to provision and curriculum development and to encourage employers to offer work experience opportunities, internships and placement years.
- Working with the LSC, EKLSP also has a role to play in *boosting employer awareness of support for learning in the workplace* available via the national Train to Gain programme, in order to boost work-based learning, refresh the skillsets of older workers and to support the competitiveness of the area's business base.

Outreach and flexible learning to deliver skills for all

- *Outreach programmes targeting deprived groups of East Kent's population* concentrated in and around Margate and Folkestone will be essential to raising aspirations, moving the hard-to-reach closer to employment and

“(Work placements) help children learn about the benefits of work and broaden horizons.”

East Kent Skills and Employability Plan

ensuring the benefits of East Kent’s success are realised by all segments of the population.

- Learning opportunities must be flexibly delivered, tailored to the needs of learners and mindful of the barriers faced by hard-to-reach groups. EKLSP should *investigate scope to improve e-learning and other distance-learning, part-time and evening course provision*, as well as transport and childcare issues impacting participation from those resident in rural areas and lone parents.
- *Establishing learning pathways from school or basic skills learning through to further and higher education and ultimately employment* will help boost the aspirations of young people, retaining them in education and creating tangible routeways to employment.

Summary actions

Action	Lead	Partners
Investment in East Kent’s education providers	Schools, FE & HE providers	HEFCE, LSC, KCC
Ensure Local Development Frameworks incorporate sufficient land provision for expansion of education providers	Local districts	EKLSP
Tailor curricula to tie in with major developments in the area	Schools, FE & HE providers	Business Link
Broker meetings between providers and businesses	EKLSP	Mainstream education providers, Business Link
Boost employer knowledge of support for work-based learning	LSC	Business Link, EKLSP
Develop targeted outreach programmes	Local districts, Regeneration partnerships	Jobcentre Plus, KCC, SEEDA
Investigate scope to increase flexibility of provision and barriers to participation	EKLSP, LSC	Learning providers, KCC, SEEDA
Establish learning pathways	All learning providers	Connexions

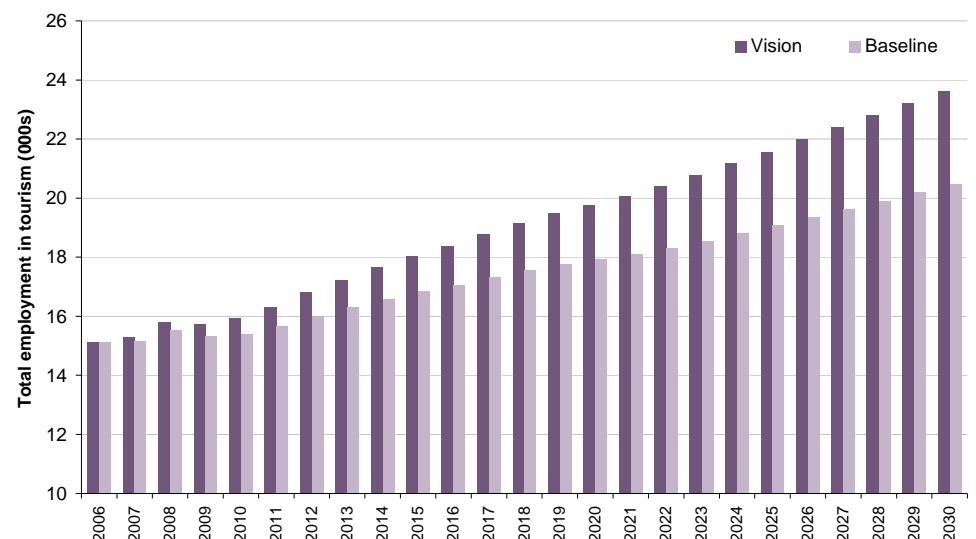
“Combining to form a world class visitor destination, celebrating its richly distinctive natural environment, heritage and culture”

What does it look like?

By 2030, East Kent will be a *thriving international tourist destination*, world renowned for its unique mix of heritage, culture, countryside and coastlines, drawing visitors from across the globe.

As a consequence of East Kent’s strong, *integrated* tourism offer, the area has sustained a substantial increase in visitor numbers and particularly expenditure, which has soared as a consequence of growing numbers of high-spend overnight tourists and increased average length of visitor stay. The vibrant visitor economy generates substantial employment opportunities for East Kent’s residents, with an additional 10,200 jobs in the industry by 2030.

Figure 3.4: Increase in tourism employment EK, vision vs baseline



Source: Experian

“Tourism is a key industry generating over £85 billion a year for the British economy.”

DCMS, 2008

The sector continues to offer seasonal employment opportunities to East Kent's large student base. However, with a strong uptake of vocational learning amongst tourism workers and employers, these opportunities also act as a *skills escalator* for those furthest from the labour market, moving employees from basic skills training through to intermediate-level vocational qualifications with a strong focus on interpersonal skill development.

Moreover, reinvigorated, high quality attractions will be available and accessible to all of the area's residents, enhancing East Kent as a place to live. Members of the East Kent community will be proud to live in the area, they will be engaged by local events which reflect and celebrate the unique culture and heritage of the East Kent area, its constituent towns and countryside.

Case study 1 – York

- European Cities Tourism: European Tourism City of the Year, 2007 and Telegraph Travel Awards: Best UK City 2007
- According to Yorkshire Forward, over the past ten years, York has achieved a 52% growth in visitor spending, a 26% increase in tourism overnight volume, a 21.5% rise in average length of stay and 12% more employment in tourism.
- Visit York reports 4.1 million visitors to the city in the year 2007/08 and an average length of stay of 3.95 days.
- York's history, a variety of **world-class attractions, distinctive shopping and festivals and events** combined with recent highly successful **private-public sector partnership** have led to continuing success.

Case Study 2 – The Lake District

- The Lake District is famous for its natural beauty, and is an internationally renowned tourist destination. The local economy relies heavily on tourism, attracting 12 million visitors per year, according to the National Parks authority.
- The region is facing problems with sustainability and quality of provision, which is an increasing issue for tourist destinations. Priorities for developing tourism include:
- Improving the quality of tourism provision, including accommodation, facilities and public places, management practices and staff skills, ensuring that quality provision is available to all social groups;
- Promoting rural traditions and **locally significant festivals and events** for the benefit of National Park communities and tourists alike;
- **Encouraging sustainable travel initiatives**, especially those that reduce dependence on the private motor vehicle; and
- **Supporting new and existing tourism businesses in the adoption of 'responsible tourism' practices such as training staff**, reducing energy consumption, recycling waste, and addressing the wider implications of their actions.

Case Study 3 – The Norfolk Broads

- The Norfolk broads in an area popular for its natural beauty and unique waterways. It suffers from the seasonality of the tourism industry and has not

always provided a coherent marketing offer. Tourism strategy in the area involves:

- **Increasing marketing** to ensure a year-round spend in the area, this includes **promoting heritage tourism**, which is less likely to be seasonal;
- Creating **themed marketing strands** across the tourism sector;
- **Supporting key local events** to increase external awareness and drive up visitor numbers; and
- Driving **quality improvements** by inspecting businesses and enforcing a consistent quality standard to improve consumer confidence

Case Study 4 – Southend-on-sea

- Southend is a popular tourist destination attracting some 6 million visitors per year. It has award winning beaches and a diverse array of attractions including museums, theatres, art galleries casinos and a water sports centre.
- The town faces many of the same challenges as East Kent and in Southend's Regeneration Framework 2007-2021 it was identified that responses such as **improving quality** and **developing specialisms** in business conferencing, retail or arts and culture would help attract higher-spending overnight visitors.

What to prioritise?

Improving and integrating East Kent's tourism sector

East Kent already benefits from a vast number of tourism assets that appeal to a wide array of target markets, so the focus needs to be on improving the quality of the visitor experience.

Moreover, while Natural East Kent serves to present East Kent's natural tourism offer, there lacks an integrated source of information about the East Kent-wide offer – be it coastlines, heritage, arts and festivals, animals or countryside. Integrating and marketing the East Kent-wide offer will be central to attracting greater number of domestic and international tourists, and importantly the length of visitor stays.

Maximising the employment, skills and leisure opportunities for local residents

A greater number of tourism jobs does not necessarily bring benefits to local residents, with opportunities largely low skill, low wage and seasonal in nature. There does however exist the opportunity to view these opportunities as an entry point to the labour market, engaging hard to reach groups and boosting their experience and skills through in-work support and training, ensuring they are better able to secure sustainable better-paid employment opportunities – a *skills escalator*.

Minimising the environmental impact of tourism

One of East Kent's greatest features is the quality of its natural environment, yet there is potential conflict between greater numbers of visitors and the quality of this environment, with the danger of congestion, pollution and depreciation of East Kent's natural assets. As a consequence safeguarding the natural environment must be a priority.

“Improving East Kent as a location to visit would improve the lifestyles of most people, assuming they are not priced out, as there would be more high quality attractions to visit in the local area, as well as better awareness of the attractions and natural assets already present in East Kent”

Conference Attendee

How do we achieve it?

Invest in improving the quality of East Kent’s tourism offer

- *Investment is required in East Kent’s coastal resorts*, to improve the quality of attractions and the public realm, and ultimately supporting the vision for coastal renaissance for example in Margate. This could be achieved through public-private partnerships, as well as drawing on central funding streams such as the Sea Change funding secured by Dover and more recently Margate.
- Moreover, the market will need to respond to increased demand for overnight stays, with planners accommodating *greater employment land for food and drink establishments and accommodation*, with a particular focus on family-orientated accommodation, guest houses and B&Bs, and hotel accommodation suitable for those travelling on business, all of which are currently in short supply in East Kent.

Integrate and market the East Kent-wide offer, developing a “Directory of East Kent”

- East Kent already benefits from a number of visitor attractions, but currently fails to attract high value overnight stays or significant numbers of international tourists. Joining up the area’s visitor offer will be central to changing this. A ‘*Directory of East Kent*’, detailing the range of attractions and building on themed ‘trails’ would help publicise the wider East Kent offer, with transport and hotel information easing access and encouraging visitors to stay longer in the area. This Directory of East Kent could be delivered in hard copy (i.e. a brochure or guide book) or online, linked to the county and local ‘Visit’ sites.
- Efforts to join up the offer to visitors, particularly themed “trails” (e.g. a heritage trail, arts/cultural trail etc) will need to be supported by *public transport provision to facilitate ease of movement around East Kent*. This is particularly important when considering access to East Kent’s nature reserves and woodland, less well served by existing transport routes.
- Having developed an integrated East Kent-wide picture of tourism assets, there is a role for EKLSP to work with tourism partnerships to facilitate the development of an *East Kent-wide branding, marketing campaign and website* to showcase the area’s attractions as a cohesive whole, rather than as competitive individual locations.

Maximise the benefits of tourism for local residents

- Incentives for businesses that practice or develop responsible tourism could also help create a sustainable tourism industry in the region – the ‘*East Kent Standard*’ would be a mark of this commitment. The standard would represent businesses’ commitment to training staff to NVQ Level 2 or above, striving for high levels of customer service, reducing their carbon footprint, and encouraging visitors to exploit environmentally-friendly practices where possible. EKLSP should work with the county and local tourist boards to develop the standard, with businesses incentivised through preferential business rates, additional support identifying learning

“We need to direct public sector money towards schemes that improve and maintain the quality of East Kent’s attractions.”

Conference Attendee

opportunities and priority advertisements on ‘Visit’ websites and the ‘Passport to East Kent’.

- It will also be essential to ensure adequate *provision of flexibly-delivered vocational learning opportunities and clear learning pathways*, with a focus on Apprenticeships and NVQs in tourism or hospitality at Level 1 and 2, as well as basic skills provision for hard-to-reach groups.
- Affordability must be addressed to allow East Kent’s residents to take full advantage of what the area has to offer. To ensure local people are not priced out, a *discounts scheme for residents and families*, would increase visits by local people to many of the wonderful sites and attractions the area has to offer, as well as mitigating the seasonality of the tourism industry.

Summary actions

Action	Lead	Partners
Invest in the renaissance of East Kent’s coastal resorts	SEEDA, Local Districts	
Greater employment land for food and drink establishments and accommodation	Local Districts	EKLSP, Tourism Partnerships
Ensure sufficient public transport provision to facilitate ease of movement around East Kent	Local Districts	DfT, Transport partnerships and providers
Develop a ‘Directory of East Kent’	EKLSP	Tourism Partnerships
East Kent-wide branding, marketing campaign and website	EKLSP	Tourism Partnerships
Develop an ‘East Kent Standard’	EKLSP	Tourism Partnerships, transport providers
Provide flexibly-delivered vocational learning opportunities for tourism	FE & HE providers	EKLSP
Implement a discount scheme for EK residents and families	EKLSP	Tourism Partnerships

“Home to stronger and healthier communities, enjoying high quality housing and an enviable quality of life.”

“East Kent coastal towns have an ageing and transient population, are affected by their remoteness, changing demands and balancing the needs of day trippers and residents.”

Regeneration of East Kent
Coastal Towns
Select Committee

What does it look like?

By 2030 East Kent’s coastal towns will be *transformed* into thriving communities, with high levels of employment and skills and strong community ties.

East Kent will *retain its young people and attract significant numbers* of in-movers from elsewhere in the UK, drawn to East Kent by its exceptional living environment, good schools, high quality public services, well-targeted housing supply, and connectivity to London, the South East and Europe.

Case study – Stirling

Similarly to many parts of East Kent, Stirling is around 1 hour from its capital city by train. When prices began to soar in Edinburgh many people moved out of the Capital to Stirling as they were able to get much more for their money in the area, although the majority of working people have retained their jobs in Edinburgh.

Stirling is known as the "the key to the kingdom" because of its strategic location, acting as a gateway between North and South Scotland. It has a strong tourism industry thanks to its collection of historic buildings - perceived as second only to the offering of Edinburgh itself in the country - including Stirling Castle and the Wallace Monument.

Stirling is Scotland’s youngest city and has a well-renowned university. Its traditional economy has diversified into a modern service, high technology, education, tourism and retail economy and full-time employment is forecast to grow by 7 per cent 2005-2015. In addition the city boasts low crime, good healthcare and the modern Thistle Shopping Centre. A new national park - Loch Lomond and the Trossachs – is on Stirling’s doorstep, where visitors can enjoy beautiful countryside, cycling and watersports.

What to prioritise?

Regeneration and raising aspirations

East Kent already boasts strong, prosperous communities, but there exist deprived neighbourhoods in and around Margate, Folkestone, Herne Bay and Dover. Combating marginalisation must be a priority, with substantial regeneration of East

“Housing is closely linked to good health and social well-being but it also plays a significant part in such issues as educational performance and community cohesion.”

Winchester City Council
Housing Strategy 2004-7

Kent’s coastal towns and a focus on raising aspirations of younger and older generations.

There are many aspects to regeneration: building on the findings of the Select Committee in 2004 the priorities must be around economic regeneration stemming from increased tourism, improved access to skills and learning, maintenance of the natural environment, and improvements in transport and infrastructure – factors discussed elsewhere in this report.

Appropriate housing provision to meet current and future need

A housing supply which serves current residents, first-time buyers and high-income commuters is essential to this vision for East Kent. Housing policy must therefore promote integration between different segments of East Kent’s population, maintaining a balanced community through the provision of a mix of different housing types meeting the needs of first-time buyers, ethnic minority groups, highly skilled workers and older people.

Addressing health inequalities

There exist severe health inequalities in parts of East Kent, particularly in Thanet where people are more likely to die from smoking, or have early deaths from heart disease or cancer. Moreover, there also exist high rates of adult obesity across parts of the area, especially in Shepway and Dover.

Health and economic prosperity are inextricably linked. As a consequence, efforts to regenerate parts of East Kent and promote economic prosperity must sufficiently focus on health related barriers to engagement to ensure employment opportunities generated under the vision are accessible to all groups of the population, particularly those furthest from the labour market.

Promoting stronger, safer communities

While East Kent is a relatively safe place to live with crime rates below the average for England and Wales, there is significant variation across the districts with Thanet in particular suffering from a high incidence of recorded crime. Moreover, there have been increases in the number of reported night-time economy crimes and violent crimes since 2003, and the fear of crime amongst residents exceeds the County average in 3 out of the 4 East Kent districts.

Promoting strong, safe communities will be an important part of maintaining and building on East Kent’s quality of life offer – both ensuring local residents benefit from a safe living environment and attracting higher skilled workers to the local area – and the Crime and Disorder Reduction Partnerships (CRDPs) will play a central role in addressing these issues.

Delivering high quality public services

High quality public services – good schools and healthcare, safe communities – will not only serve the local population but will also be essential in boosting the quality of life offer of East Kent and attracting in-migration from elsewhere in the UK, especially inflows of highly skilled workers. Ultimately East Kent must deliver on the objectives of the county Local Area Agreement (Kent Agreement 2).

Ensuring adequate leisure opportunities

Improving leisure opportunities in the region undoubtedly improves residents' quality of life, and will be fundamental in terms retaining young people and attracting commuters, helping to retain resident spending in the area. Whilst the area enjoys a stunning natural environment, East Kent must secure further investment in leisure infrastructure if the area to service the needs of its residents, both now and in the future.

How do we achieve it?

Regenerate East Kent's coastal towns

- At the heart of this strategy there lie a number of actions targeted at supporting hard-to-reach groups – outreach programmes to boost participation and a focus on using tourism jobs as a skills escalator, moving those out of work into sustainable employment. However, this strategy cannot be all things to all people and given the severity of unemployment, deprivation and exclusion in some parts of the area, EKLSP must work with local districts, community groups, KCC and SEEDA to *build a detailed evidence base of the issues facing hard-to-reach groups (health, childcare, skills, transport issues) and the extent of physical regeneration required.*
- From this, stakeholders can put in place *an evidence-based, coherent plan of action to deliver economic-led regeneration* in Margate, Ramsgate, Folkestone and Dover developing detailed projects and programmes and assessing the impact of previous public sector intervention.

Accommodate a well-planned mix of additional housing

- Over the next 20 years there will be the need for significant additional housing in East Kent. The South East Plan allocates an additional 28,900 dwellings in East Kent between 2006 and 2026, with the majority concentrated around Canterbury (9,200) and Dover (8,100).

Figure 3.5: South East Plan dwelling allocation, 2006 to 2026³

	Average per annum	Total additional
Canterbury	460	9,200
Dover	405	8,100
Shepway	255	5,100
Thanet	325	7,500
Total	1,445	28,900
<i>Source: SEERA, 2008</i>		

- However, with the substantial job creation and economic growth anticipated under the vision, the formation of new households in the area may exceed dwelling allocation in the South East Plan. Ultimately supply and demand side factors clearly have a role to play and both are inextricably linked – a shortfall of housing will push up prices, in turn impacting household representation rates and ultimately demand for housing. This relationship is

³ These figures have been agreed by KCC. Proposed changes would see the following number of houses built: Canterbury 10,200; Dover 10,100; Shepway 5,800; Thanet 7,500.

complex and the EKLSP and individual districts will need to *closely monitor the housing market* in order to ensure a shortfall of dwelling provision does not significantly undermine affordability in East Kent.

- *Getting the right mix of housing* will also be a challenge. Attracting and retaining a greater numbers of young people in the area will, as recognised by the Strategy Housing Market Assessment (SHMA), be heavily dependent on improving the housing 'offer' for this group in the sub-region.⁴ In particular, the availability of one-bed flats to rent and of affordable two-bed flats to buy will need to increase, although not in all parts of the sub-region with the SHMA pointing to a relative oversupply in some areas, with the exception of Swale where there are relative low numbers of flats.
- The in-migration of the higher socio-economic groups and families to East Kent will necessitate further investment in intermediate house provision, particularly in 3+ bed houses to buy, with the SHMA already pointing to an existing shortfall in the provision of larger houses and highlighting the need for future development policy to rebalance the housing stock, incentivising the provision of family homes and controlling the expansion of flatting of larger homes.
- Finally, there will also need to be additional serviced accommodation to meet the needs of East Kent's ageing population. The SHMA also recommends that an element (at least 20%) of new private sector development and all public sector development be designed to Lifetime Homes standards.

Deliver on the objectives outlined in the KA2

- EKLSP have already signed up to delivering the objectives outlined in the Kent Agreement 2 and it is not our intention to restate these objectives here. We have included the KA2 indicators with the Monitoring Success chapter, to ensure the monitoring of progress towards the vision and KA2 go hand-in-hand.

Invest in East Kent's leisure facilities

- The leisure offer of the area is of particular importance in trying to retain younger people, attract in-migration and meet the needs of East Kent's ageing population. EKLSP must therefore *facilitate investment in the area's leisure offer* – its playgrounds, parks, sports facilities, cinemas, and nightlife – by encouraging permissive planning policy, favourable business rates, and public-private partnership.

Summary actions

Action	Lead	Partners
Build a detailed evidence base of the primary barriers facing hard-to-reach groups and the extent of physical regeneration required in coastal towns	EKLSP, District Councils	Community groups, KCC and SEEDA

⁴ "Strategic Housing Market Assessment for the East Kent sub-region" Ecotec on behalf of the EKLSP, March 2009

Formulate an evidence-based, coherent plan of action to deliver economic-led regeneration	EKLSP, District Councils	Community groups, KCC and SEEDA
Coordinate an East Kent wide-review of the supply of housing	EKLSP, District Councils	
Planning allocation for increased number of dwellings, of the correct type and in the right location, in the Local Development Frameworks	EKLSP, District Councils	
Facilitate investment in the areas leisure offer	EKLSP, District Councils	Leisure Trusts, Community Sports Network

“At the hub of an expanded and integrated transport network for the UK and Europe.”

“We expect passenger growth to stem from in and around the Kent catchment area as congestion at London airports increases and services to and from convenient regional airports like KIA become increasingly attractive.”

Matt Clarke
KIA chief executive

What does it look like?

By 2030 East Kent will be at the hub of an expanded transport network integrating unique rail, air, sea and road connectivity, bringing prosperity to East Kent and linking the UK to Europe.

The High Speed Rail Link will be closely integrated with the wider public transport network, helping all residents of East Kent, even those in rural areas, can benefit from reduced journey times to London and the South East.

The Port of Dover will have been expanded to maintain its position as the UK’s busiest port with a doubling of passenger numbers to around 30 million a year, a 90 per cent increase in freight capacity and a cruise line industry to rival that of Southampton. In addition the Waterfront will be developed to offer retail outlets, cafes, bars and restaurants as well as commercial space providing jobs for local communities.

Expansion of Kent International Airport, coupled with increased levels of congestion at London airports, will see the number of passengers from the UK and Europe passing through the KIA rise from 16,000 to around 6 million whilst freight will rise from 33,000 tonnes to 500,000 tonnes.

Case study – South Hampshire

South Hampshire is served by an international airport, two large ports as well as the M3, A3 and M27. The transport network is focused around two major hubs – Southampton and Portsmouth:

- Southampton is the largest city outside of London in the South East and a major economic driver in its own right and with Southampton International Airport handling over 2 million passengers in 2007. It is also the UK market leader in cruising, catering for more cruise passengers than the rest of the UK cruise ports put together.
- Around 3.4 million people travel through Portsmouth Continental Ferry Port each year. The M275 brings the national motorway network right to the port itself whilst journey times to central London are around 85 minutes by train.

Challenge: Sections of the M3 and M27 run close to capacity which, Transport for South Hampshire recognises, will impinge upon the competitiveness and quality of life of the area if no intervention is made to rein in usage.

Response: 74 per cent of the South Hampshire's travel is for private-car commuting. The aim is to reduce the need for short journeys by building on the importance of Southampton and Portsmouth as transport hubs, promoting cycling and walking and by improving the depth and breadth of public transport, including the introduction of the Solent Travel Card – an integrated ticket for use on every bus that operates in the South Hampshire area.

What to prioritise?

Integration of HSRL network

If all residents of East Kent are to benefit from High Speed 1 then the network must be well-integrated with the area's wider public transport network to allow even those who do not live close to a station to benefit from reduced journey times to London and the South East.

The pricing of the services must also be kept down so as not to cater simply to commuters at the expense of more deprived groups. If prices are too high then the benefits of the High Speed 1 will be to the detriment rather than the advancement of balanced economic growth.

Supporting expansion plans, while mitigating environmental impact

Plans to expand the Port of Dover and Kent International Airport are ambitious but could be of enormous economic benefit to the area if they hit intended targets. Developing amenities such as bars, restaurants and hotels, will not only boost local employment but will encourage tourists to stay in the area and contribute to the local economy.

One important priority must also be the consideration of the environmental impact of expansion plans and of increasing freight coming through Dover and KIA by such large proportions; this must be carefully monitored. Moreover, extra freight lorries and tourists passing through the area could be detrimental to the lives of residents unless the busiest roads are targeted to ease congestion and pollution.

Improving public transport provision

The improvement of public transport must run parallel to the expansion of larger scale transport infrastructure if the true benefits of the latter are to be realised. Bringing people to East Kent is only the beginning; moving them around the area easily and efficiently is where the benefits to economic growth will emerge.

Equally, the lives of residents in rural areas will not improve simply by extra freight traffic moving through the area. Rather a regular, cheap, efficient bus service connecting them with other towns and villages would impact on the range of jobs and leisure opportunities available to them.

“Public transport needs to be in place to get people to the trains.”

Conference Attendee

How do we achieve it?

Maximise the benefits of the HSRL for all

- Greater *coordination with other areas of East Kent transport network* to benefit tourists and residents. Journey times to central London from Canterbury, Folkestone and Dover will drop to 60-75 minutes but if people do not have a fast, reliable means of transportation to get them to stations then the benefits of the HSRL will not be as widely felt.
- Moreover, to ensure all sections of East Kent's population are able to benefit from the HSRL it is essential that ticket prices are affordable. There is therefore a role for EKLSP to *represent poorer groups to lobby for affordable train fares*.

Support expansion, while promoting integration

- There must be *dialogue between Infratil and local transport providers*. KIA must be better served by road and rail links if the airport's expansion plans are to be realised, and the airport and surrounding travel network is to cope with the vast increases in freight and passengers.
- *EKLSP must coordinate an environmental impact study* to consider the negative effects of increased air and road freight on East Kent. If negative externalities are not understood and mitigated, the extra freight will simply be boosting the economy to the detriment of the environment, providing no net gain to East Kent.

Promoting other forms of transport

- Local authorities must work with investors and transport providers to *increase transport coverage in the area*. If rural areas are more accessible then more residents of East Kent will benefit from increased economic growth and some of the more remote, beautiful areas will become more accessible to visitors.
- To encourage more sustainable forms of travel, the *marketing of the health and environmental benefits of walking and cycling* should be widened and improved, with travel facilitated through more cycle lanes and bike racks.

“A study into environmental impact [of expansion] will help EKLSP to understand where impact can be mitigated”

Conference attendee

Summary actions

Action	Lead	Partners
Greater integration of High Speed 1 with public transport	Local Districts	EKLSP, Transport partnerships and providers
Lobby for affordable train fares	EKLSP	Transport partnerships and providers
Improve transport linkages with KIA	EKLSP	Infratil, KCC, Highways Agency and Dept for Transport
Coordinate an environmental impact assessment of major expansion in transport network	EKSLP	Department for the Environment
Ensure sufficient public transport provision to rural areas of East Kent	Local Districts	DfT, Transport partnerships and providers
Market benefits of cycling and walking	Local Districts	Department of Health



3) Measuring success

4 Measuring success

East Kent will be renowned for educational excellence supporting a highly skilled workforce and business sector			
Job related training provision	APS	Quarterly updates	NOMIS
Number of enterprises	ABI	Yearly (released in December)	NOMIS
VAT registrations per 10,000 population (KA2: NI 171)	SBS	Yearly (released in October)	BERR
Percentage of establishments reporting skills shortage vacancies	NESS	Yearly	LSC
Qualifications by age	APS	Quarterly updates	NOMIS
Qualifications profile of the population	APS	Quarterly updates	NOMIS
Skills shortage vacancies as a percentage of employment	NESS	Yearly	LSC
Skills shortage vacancies by sector	NESS	Yearly	LSC
Number of (international) students studying the HEIs	HESA	Yearly	HESA
Percentage of population aged 19-64 for males and 19-59 for females qualified to at least level 2 or higher * (KA2: NI 163)	APS	Quarterly updates	NOMIS
Number of Level 1 qualifications (including ESOL) achieved (KA2: NI 161)	ILR	Yearly	LSC
Number of entry level 3 qualifications in numeracy achieved (KA2: NI 162)	ILR	Yearly	LSC
16-18 year olds who are not in education, employment or training (NEET) (KA2: NI 117)	DCSF	Yearly	DCSF
DCSF School League tables/educational attainment	DCSF	Yearly	DCSF

East Kent have an international reputation for research and development at the cutting edge of environmental and maritime technologies			
Firm Size	ABI	Yearly (released in December)	NOMIS
Research output	HESA	Yearly	HESA
Number of R&D businesses located in East Kent	NBD	Monthly	Experian
Percentage of employees in R&D (or supporting sectors)	ABI	Yearly (released in December)	NOMIS
University league tables	HESA	Yearly	HESA
Patent applications	Eurostat	Infrequent updates (last released 2007, with 2005 data)	Eurostat website

East Kent's places will combine to form a world class visitor destination, celebrating its richly distinctive natural environment, heritage and culture			
Employment by sector	APS	Quarterly updates	NOMIS
Employment rate	APS	Quarterly updates	NOMIS
Footfall	Experian	N/A	Experian
Local visitor surveys	To be arranged by EKLSP		
Qualifications profile of the population	APS	Quarterly updates	NOMIS

East Kent will be home to stronger and healthier communities, enjoying high quality housing and an enviable quality of life			
Working age people on out of work benefits (KA2: NI 152)	DWP	Monthly	NOMIS
All-age all cause mortality rate (KA2: NI 120)	NHS	Annually	NHS
Rate of hospital admissions per 100,000 for alcohol related harm (KA2: NI 39)			
Adult participation in sport and active recreation (KA2: NI 8)			
Age profile of the population	MYPE	Yearly (released in August)	ONS
Benefits claimants	DWP	Monthly	DWP
Housing affordability	JRF	Yearly (released in August)	Rowntree foundation
Job related training provision	APS	Quarterly updates	NOMIS
Local residents survey	To be arranged by EKLSP		
Percentage of housing meeting the Decent Homes Standard	DCLG	Yearly (released in January)	DCLG
Percentage of SOAs falling within x% of the most deprived SOAs	IMD	Infrequent updates (last released 2007)	DCLG
Population and population changes	MYPE	Yearly (released in August)	ONS
Qualifications profile of tourism sector	APS	Quarterly updates	NOMIS
Total employment	APS	Quarterly updates	NOMIS

East Kent will be at the hub of an expanded and integrated transport network for the UK and Europe			
Freight traffic at UK ports	DfT	Updated yearly (released in May)	DfT
Freight traffic through Kent International and Lydd Airports	CAA	Updated yearly	CAA
Passenger movements through Kent International and Lydd Airports	CAA	Updated yearly	CAA
Passenger traffic at UK ports	DfT	Updated yearly (released in November)	DfT
Use of public transport	Census	Next undertaken in 2011	ONS
Reasons for not using public transport	Census	Next undertaken in 2011	ONS

Glossary			
ABI	Annual Business Inquiry	IMD	Indices of Multiple Deprivation
APS	Annual Population Survey	JRF	Rowntree foundation
BERR	Department for Business, Enterprise and Regulatory Reform	LSC	Learning and Skills Council
CAA	Civil Aviation Authority	MYPE	Mid-year Population Estimates
DCLG	Department for Communities and Local Government	NBD	National Business Database (Experian)
DCSF	Department for Children, Schools and Families	NESS	National Employers Skills Survey
DfT	Department for Transport	NOMIS	Official labour market statistics from the Office for National Statistics
DWP	Department for Work and Pensions	ONS	Office for National Statistics
HESA	Higher Education Statistics Agency	SBS	Small Business Service

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Business Link Kent	Kent Downs AONB
C4B	Kent Economic Board
Canterbury Cathedral	Kent Fire & Rescue
Canterbury City Council	Kent Partnership
Canterbury College	Kent Wildlife Trust
Canterbury District Voluntary Action and Support	Learning & Skills Council
CASE Kent	Locate in Kent
Centre for Enterprise and Business Development	Marine South East
Channel Chamber of Commerce	National Farmers Union
Citizens Advice Bureau	Pfizer Ltd
Compact Group	SEEDA
Culture @ Canterbury	Shepway District Council
Denne	Shepway Economic Regeneration Partnership
Dover District Chamber of Commerce	South Kent College
Dover District Council	Stagecoach in East Kent
Dover Harbour Board	Step Ahead Research
Dover Pride	Thanet & East Kent Chamber
DTWV	Thanet College
East Kent Enterprise Gateway	Thanet Community Development Trust
East Kent Local Strategic Partnership	Thanet Compact
East Kent Spatial Development Company	Thanet Deanery Church of England
Eastern and Coastal Kent PCT	Thanet District Council
EK Education Business Partnership	The Canterbury Campus
English Partnerships	The Hawkinge Partnership
Environment Agency	The Maidstone Studios
Federation of Small Business	The Marsh Academy
Future Creative	Turner Contemporary
Government Office for the South East	University for the Creative Arts
House of Commons	University of Kent
Jobcentre Plus	Visit Kent
Kent Adult Education Service	Vista Leisure



Preface

THE ST. MARTINS HOSPITAL DEVELOPMENT PRINCIPLES

The St. Martins Hospital Development Principles has been prepared by Tribal MJP, Kent and Medway NHS Social Care and Partnership Trust and Canterbury City Council. The area covered in this Development Principles is the St. Martins Hospital site (hereafter referred to as 'the site') owned by Kent and Medway NHS Social Care and Partnership Trust. This encompasses the current hospital buildings and the surrounding area within the site.

PURPOSE OF THE DEVELOPMENT PRINCIPLES

The purpose of these Development Principles is to establish principles and guidelines for the development of the site. It will provide a basis of certainty for Canterbury City Council, NHS and prospective developers while allowing flexibility for the specialised requirements of development proposals to be accommodated.

BRIEF SUMMARY OF DEVELOPMENT

This development will comprise approximately 200 residential units through conversion and extension of the western part of the site with the addition of a new in-patient building in the north east of the existing site and rationalisation of the existing NHS facilities.

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1. Introduction

- 1.1 Development Principles for St. Martins Hospital have been prepared by Kent and Medway NHS and Social Care Partnership Trust, Tribal MJP and Canterbury City Council. The location covered in this document is the St. Martins Hospital site (hereafter referred to as 'the site') owned by Kent and Medway NHS and Social Care Partnership Trust. This encompasses a number of current hospital buildings and the surrounding parkland space. The site has an area of 11.59 hectares (28 acres approx.).
- 1.2 The purpose of this document is to establish principles and guidelines for the development of the site. These will provide greater certainty about future planning for the NHS, Canterbury City Council and prospective purchasers of the site.
- 1.3 The site currently accommodates mental health in-patient wards for both older people and younger adults (85 beds in total). Situated at the eastern end of the site are the Gregory Day Treatment Unit for older people, two wards for younger adults, the Home Loan Equipment Store / wheelchair service, the Mount Zeehan Unit for Alcohol Treatment Services and the Eastern and Coastal Area offices. Older buildings to the west of the site accommodate hospital wards for older adults, a postgraduate education centre and library, estates workshops, and a transport compound.
- 1.4 Kent and Medway NHS and Social Care Partnership Trust is progressing plans to centralise the East Kent inpatient facilities for younger aged adults at Canterbury. This process follows a thorough review of mental health services for East Kent and a full public consultation exercise in 2004. The subsequent business planning process resulted in development of a strategic outline case that evaluated a range of options for siting new facilities. This concluded that the site at

Canterbury is the best location for new inpatient services. The main reasons for this conclusion are as follows:-

- The Trust has ownership of the land and buildings associated with the site
 - The St Martins / Canterbury location is geographically central to the East Kent catchment area.
 - There are established academic and clinical links with the local Christchurch University
 - Canterbury is regarded as a good location for recruitment of staff.
- 1.5 Since the beginning of the project to deliver new facilities at Canterbury it has been understood that to make future plans affordable a substantial contribution to the cost of new buildings is required from the sale of the land and old buildings located at the western end of the site. This part of the site is expected to become surplus to requirements as a result of changing service arrangements and new design requirements for buildings accommodating older people which make the existing buildings largely obsolete. The Trust's options for developing its new replacement facilities would be severely affected and may necessitate a review of the 2004 decision unless capital contributions from the sale of surplus land and buildings can be included in its financial plans.

INTRODUCTION

- 1.6 The Trust is investigating disposal of the western half of the site for future residential development. This is likely to involve a combination of conversion of some existing buildings with the construction of some new dwellings.
- 1.7 Development of the site will provide an opportunity to:
- Include a range of dwelling types and a mix of residential sizes
 - Be of a high quality design that will enhance the character and appearance of the Conservation Area and respect the Area of High Landscape Value to the south
 - Integrate with the surrounding residential area
 - Comply with parking standards
 - Minimise impact on the local transport infrastructure
 - Provide an opportunity for establishing a pedestrian and cycle corridor linking the Area of High Landscape Value and Littlebourne Road
 - Rationalise the accesses into the site for the benefit of both health related and residential uses
 - Enhance the setting of the existing older health buildings by a combination of retention, demolition and new build
 - Create a residential development by converting buildings that are surplus to requirements and introducing new development that will harmonise with the parkland setting
 - Provide protection and enhancement of the existing landscape and parkland setting
 - Build new inpatient wards for mental health patients on the eastern half of the site and introduce other changes to the use of buildings that will enable delivery of more modern mental health services for East Kent.
 - Creation of a strong sense of place.

2. The Site

SITE DESCRIPTION

2.1 St. Martins Hospital is located to the east of Canterbury City Centre to the south of the A257, the Canterbury to Sandwich Road. The immediate surrounding area is a mix of open space to the north, west and southwest. The Howe Barracks are located behind an area of protected existing open space on the northern side of the A257. To the southeast the Canterbury Caravanning and Camping site borders the site. The open land to the east and south of the site has been designated as an Area of High Landscape Value (AHLV). The Spring Lane housing development is located to the west and southwest. The hospital site is located in the Barton ward, which has been identified as being deficient in amenity space provision by the Council's Open Space Strategy being below 1.3 hectare per 1000 people, which is the national minimum standard.

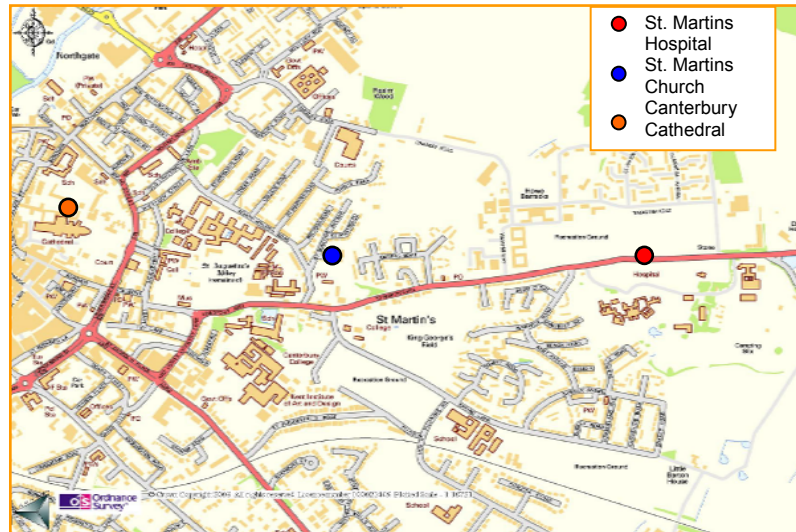


Figure 1 Location map of St. Martins Hospital in Canterbury

2.2 Development on this site should comply with the Canterbury Local Plan (adopted in 1996), which provides the planning policy context for the site. The Local Plan Proposals Map, shows the designations and policy context for the area (see figure 2). The site is located within the defined urban area and is also within a Conservation Area. There is a proposed cycle and pedestrian route running through the west of the site along the north-south axis.

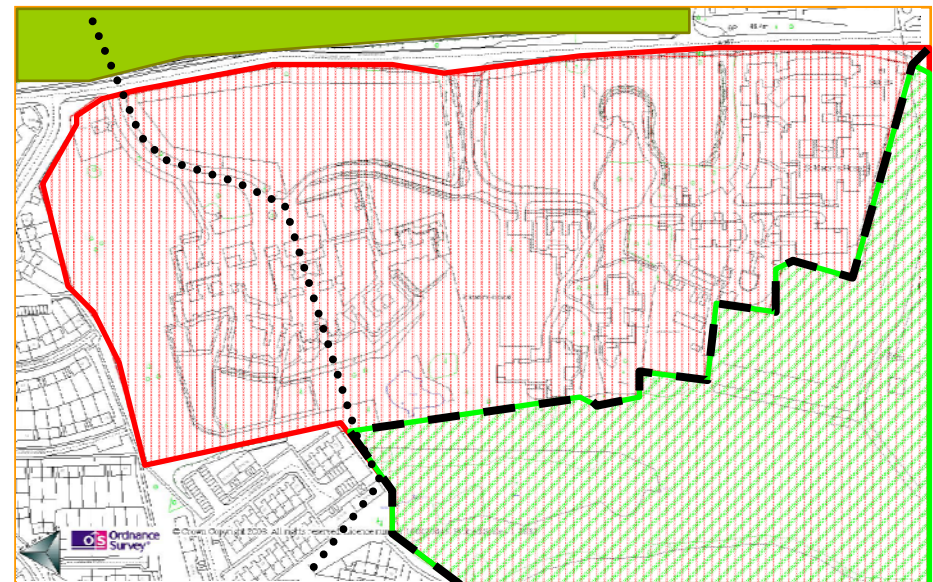
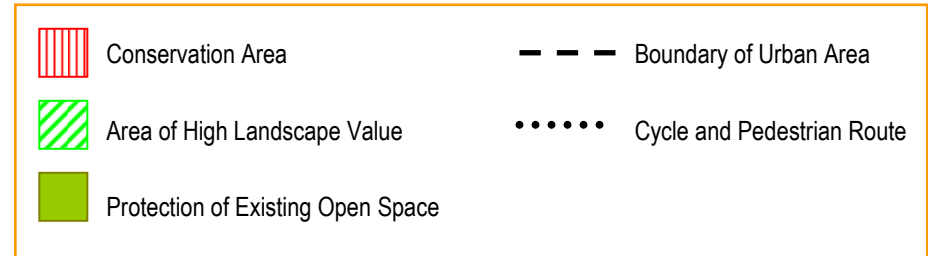


Figure 2 Proposals map illustration

SITE CONTEXT

2.3 The St. Martin's Hospital site is shown in 1874 (Figure 3) to be located in the grounds of the former 18th century Stone House; which was situated on the eastern side of the site. By 1907 (Figure 4) the first hospital related buildings had been constructed on the western part of the site with a new additional access provided onto the Littlebourne Road (A257). The Canterbury City and Borough Council constructed the hospital and it was originally known as the Stone House Asylum. The hospital buildings were carefully positioned in the Stone House parkland and many of the exotic trees and planting were retained. By 1962 (Figure 5), apart from the loss of Stone House, the site has changed little with a variety of small-scale extensions being made to the hospital buildings and a new central vehicular access provided off Littlebourne Road. The storm of 1987 affected the parkland trees and some of the 18th century landscape was destroyed. However, many fine individual trees survived and remain important features. The major redevelopment of the eastern side of the site took place in the early 1990's with the erection of a two-storey office block, two in-patient wards for mental health patients and single storey staff restaurant.

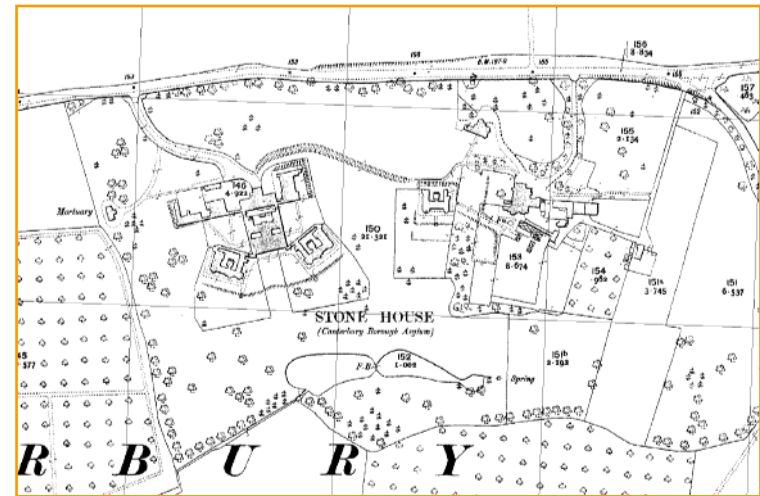


Figure 4 1907 map

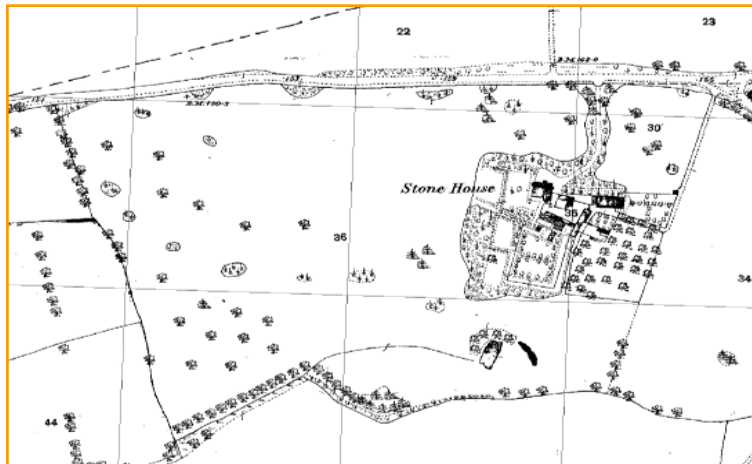


Figure 3 1874 map

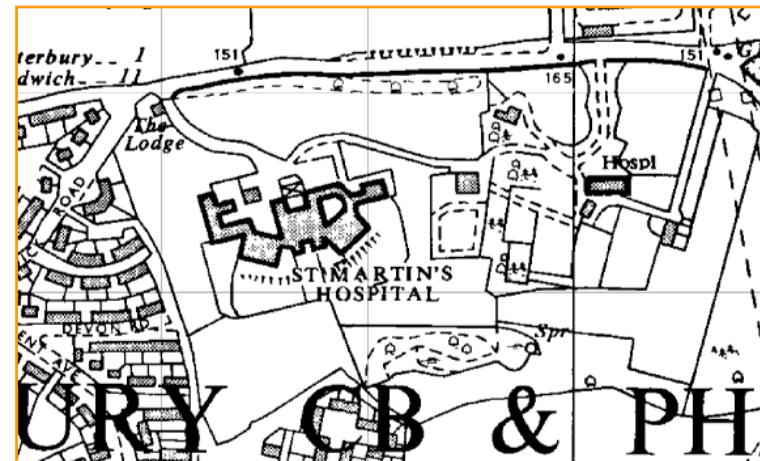


Figure 5 1962 map

SITE CONTEXT



Figure 6 Site Plan 2008

SITE CONTEXT

2.4 The parkland setting of the buildings remains one of the key features of the site. Mature trees line much of the southern and eastern boundaries with further pockets dispersed around major building groups on the site. Immediately south of the site is dense woodland that lies between the camping site and the residential area. The northern section of the site and between Littlebourne Road and the main road through the site is left as a large open green space. Hedgerows screen the Littlebourne Road frontage of the site. There is a north-south slope running from Littlebourne Road to the site boundary in the south. One of the key features is the way the buildings are cut into the landscape giving a fairly even roof height across the western part of the site. The internal spinal road is cut into the slope and in places has a steep incline onto it from the north. (See Figures 6-9).



Figure 8 Example of building levels in the west of the site and the buildings cut into the slope



Figure 7 View south from the centre of the site



Figure 9 View of the internal spinal road stepped into the slope

SITE CONTEXT

2.5 The oldest buildings are located in the west of the site and are all of a similar character. They are constructed from red brick with slate roofs in a Victorian style. These buildings have tall windows and the southern elevations have two storey bay windows with pitched roofs. The larger buildings have tall chimneys and copper vents along the roofline. There is a cluster of buildings facing the internal access road that are a mix of one and two storeys. Parking is situated to the north of the building clusters. (See Figures 10-11)



Figure 10 Post-graduate Centre building on the south east corner of the old building structure



Figure 11 Example of the building heights and the building clutter in the north

SITE CONTEXT

2.6 The majority of buildings back onto the internal spinal road and front into an area of open space with the AHLV further to the south. Trees help to screen the hospital buildings and the site has a 'campus' character – of buildings set into a mature landscape. There is no strong building line fronting the spine road and the strongest relationship to the road network is in the eastern part of the site with the newer buildings. The density on the site is focused around three pockets of development with the largest building group being in the west with a three-storey building in the centre. The other two groups of buildings are located to south and east of the internal spinal road. (See Figures 12-14).



Figure 13 Example of the set back off the internal spinal road



Figure 12 View east across the landscape corridor along Littlebourne Road



Figure 14 View from North West to the centre of the site

PLANNING HISTORY

2.7 This site has been the subject of seven planning applications since 1987, all of which received planning permission. The two major applications were made in 1991 and 1992 for the eastern half of the site and were to erect a two-storey office block and single storey staff restaurant with the formation of a vehicular access onto Littlebourne Road. Further planning permissions were granted for temporary single-storey modular offices in 1998, and temporary single-storey extensions at the Ramsey, Edmund and Cranmer wards in 2005, which are located in the older buildings in the west. These permissions will expire in 2010.

3. Planning Policy

PLANNING POLICY FRAMEWORK

- 3.1** These Development Principles have been prepared in accordance with the guidance, policies and objectives of the South East Plan, Kent Structure Plan, Kent Design Guide, the Canterbury District Local Plan, as well as Central Government Policies.
- 3.2** Policy at the regional level is delivered through the South East Plan, which is at a draft stage at present. This contains the strategic policies for the region up to 2026 and is due to be given government approval in 2009.

COUNTY PLANNING POLICY AND GUIDANCE

- 3.3** The Kent and Medway Structure Plan (KMSP) adopted in 2006 is the relevant policy document for the county and covers the period up to 2016. Policy CA1 states that housing land will primarily rely on enhanced urban capacity, unless alternative land identified in the Local Development Documents is justified to provide for the housing requirement within the plan. This policy also notes that development in Canterbury will be governed by the need to conserve the built environment and setting of the historic city.
- 3.4** Other relevant policies include:
- Conservation Areas (Policy QL1, QL6) - development within a Conservation Area should preserve or enhance their character or appearance
 - Community Services (Policies QL11, QL12)
 - Housing (Policies HP1, HP2, and HP4)
 - Transport (Policies TP3, TP11)
 - Implementation (IM1) - Local Planning Authorities will require agreed appropriate and proportionate contributions from developments to meet the additional cost of providing community, transport and other infrastructure.

KENT DESIGN GUIDE

- 3.5** The latest Kent Design Guide 2005 / 2006 was published in 2005; this document is aimed at influencing design and meeting the planning policies in a creative manner. The document has been adopted as a Supplementary Planning Document and constitutes a material policy consideration.

LOCAL PLANNING POLICY

- 3.6** Canterbury City Council adopted their District Local Plan in 2006 and this covers the period up to 2011. The site lies within the urban area, is within a Conservation Area and is adjacent to an AHLV. Relevant policies include:
- Housing (Policies H1, H3, H4, H5) - development on previously developed land within urban areas is generally supported (H1). Affordable housing and a mix of dwelling sizes and types, will be required (H4). New housing developments should make a reasonable provision for social or physical infrastructure (H5).
 - Built Environment (Policies BE1, BE2, BE3, BE7, BE8) - A high quality design that will integrate into the landscape and natural features, considers the visual impact on townscape by the form of development and its compatibility with adjacent land uses is expected (BE1). A public realm with a 'strong sense of place' well linked open space and good natural surveillance with landscaped frontages onto major roads (BE2) will be sought. As the site is in a Conservation Area any development will contribute positively to its character or appearance (BE7). Demolition of buildings within the Conservation Area will not be permitted unless their replacement will preserve or enhance the character or appearance of the Conservation Area (BE8).
 - Natural Environment (Policies NE5, R7) - Development should be designed to retain landscape features that make a positive contribution to the area (NE5) and pay particular attention to the impact of the proposals on AHLV's (R7).
 - Community (Policies C1, C3, C4, C9, C11, C13, C14, C22, C23, C28, C37, C38) – Specifically planning permission will be refused for proposals involving the loss of institutional land or buildings unless the release of the site would enable the institution to relocate to another part of the City and to provide better facilities from that location (C22). Policy C23 outlines the

criteria. Designated pedestrian and cycle routes will be safeguarded (C3). Any proposals considered to have significant transport implications are to be supported by a Transport Assessment and Travel Plan (C4).

- Implementation (Policy IMP2) - The Council will seek developer contributions that directly relate in scale and kind to the development; this will be set out in a Section 106 agreement. Further information on this is set out in the Developer Contributions SPD (2007).

SUPPLEMENTARY PLANNING GUIDANCE AND DOCUMENTS

3.7 These supporting documents give further guidance on specific policy areas and are material considerations in the assessment of development proposals:

- Development Contributions: The use of Planning Obligations for the Provision Of Community Infrastructure SPD (January 2007) – includes contributions for affordable housing, education, transport infrastructure and open space.
- Heritage, Archaeology and Conservation SPD (March 2007) – the development will be assessed in terms of its local impact on the local place, its surroundings and on the wider area. New development will integrate into its landscape setting to reduce its impact on nature and reinforce local distinctiveness.
- Sustainable Construction SPD (April 2007) - new homes shall be constructed to the minimum of Level 3 standard of the Code for Sustainable Homes
- Crime Prevention through Design SPG (September 2003)
- Trees and Development SPG (September 2003)
- Outdoor Lighting SPD (2006)

4. Opportunities and Constraints

ACCESS AND MOVEMENT

- 4.1 Vehicular access currently consists of two vehicular entrances onto Littlebourne Road; with one to the west and one in the centre of the site. The internal spine road arcs across the northern part of the site from west to east with the central junction intercepting this road in the middle of the site. Currently the western access road is two-way with a one-way section to the east. Parking areas and service yards are located off this internal spine road.
- 4.2 Pedestrian and cycle movement is restricted by the lack of permeability through the site, mainly due to the enclosed nature of the hospital development and its needs. A cycle and pedestrian path is designated on the local plan proposals map.
- 4.3 The site is well served by buses, with 2 bus stops within 500m (5 minutes walk). There are 2 schools within 1km (10 minutes walk). The City Centre is just over 1.5km (15 minutes walk) from the site. (See Figures 15 and 16).
- 4.4 The layout of any development should provide landscaped urban spaces in which pedestrians and cyclists have priority over vehicles. Further guidance can be found in the Kent Design Guide (2005/2006) and in the 'Manual for Streets'. The site should be fully permeable and accessible from surrounding areas. Developers should investigate means of linking the site to the existing and proposed footpath and cycle network. The Local Plan (Appendix 2) sets out the requirements for provision of parking.
- 4.5 The Development Contribution - Supplementary Planning Document notes that housing and healthcare uses inevitably have an impact upon transport and should therefore be expected to

contribute towards achievement of the Local Transport Plan. Appendix 3 of that document provides guidance as to the expected level of contributions.

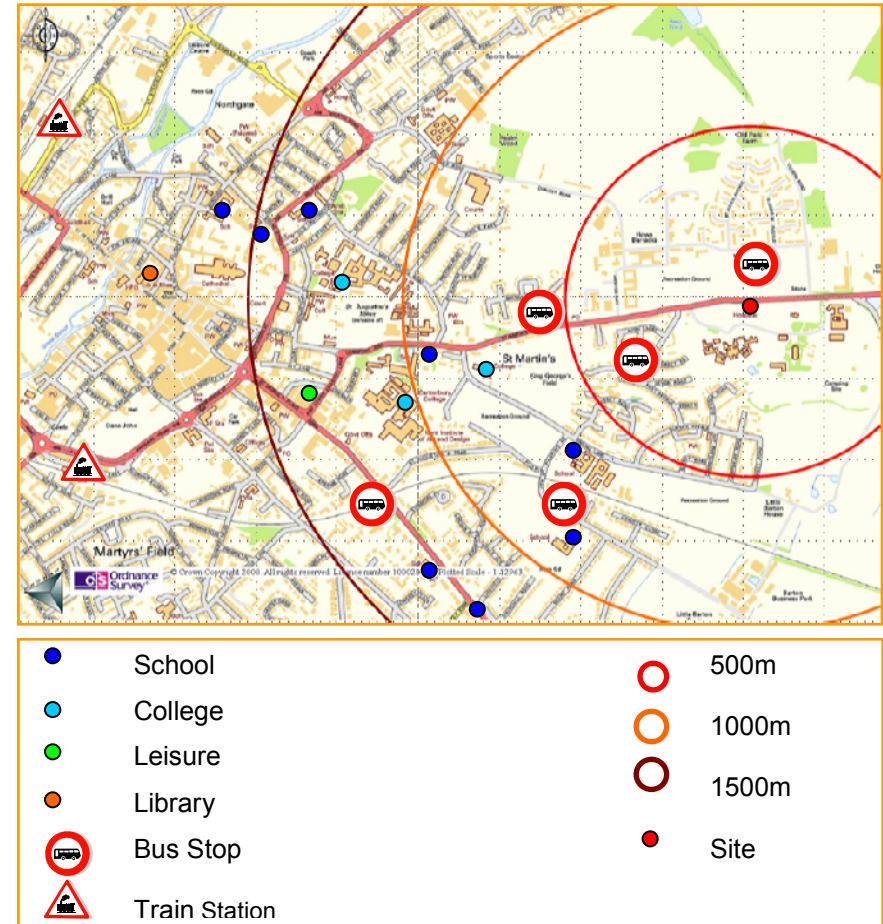


Figure 15 Local services map

- 4.6 **Transport and Accessibility** – ‘Unlocking the Gridlock’ is the Canterbury District Transport Action Plan. Key features that will be applied to Canterbury are to: Improve Travel Choice, Reduce Congestion, Improve Road Safety, Reduce Travel Demand and Improve Travel Awareness. New developments are encouraged to prioritise bus, walking and cycling routes through developments and to the city centre. The introduction of 20 m.p.h. and home zones for areas where children are most at risk is proposed. This is present in the adjacent housing estate to the west of the site. New developments should also have regard to the needs of disabled people.
- 4.7 The impacts of trip generation on the highway network will need to be addressed in a robust Transport Assessment and Travel Plan to be submitted with any subsequent planning application(s). The Transport Assessment (TA) should be produced in accordance with DfT circular 02/2007 and the Guidance on Transport Assessments (March 2007). The Highways Authority would welcome the opportunity to agree the scope of works for the TA. The site currently has two access points with the possibility of a third access point. This forms the basis for the assessment of any future developments. The assessment will need to look at the impact of traffic flows especially along Littlebourne Road and address any mitigation measures needed. It should identify the volume and nature of both existing and potential traffic flows, routes to be addressed/improved, plus pedestrian and cyclist needs and desire lines. Travel Plans will be required as part of the application process, both for the proposed residential and health uses. A green travel plan should also be submitted with any application, including details such as targets, monitoring, updating, and penalties.

- 4.8 **Parking** – All development will need to apply the maximum vehicle parking standards and cycle spaces set by Kent County Council. These are as follows for the possible development on this site:

Residential Institutions – Hospitals / hospices – Employees = 1 space per 3 staff
 Visitors = 2 spaces per 3 beds
 Cycle = 1 space per 10 beds

Dwellings - 1-3 bedroom(s)= 1 space per dwelling (mixed development average of 1.5 spaces)
 4 or more bedrooms = 3 spaces per dwelling

Cycle – Dwellings = 1 space per bedroom
 Flats = 1 space per unit

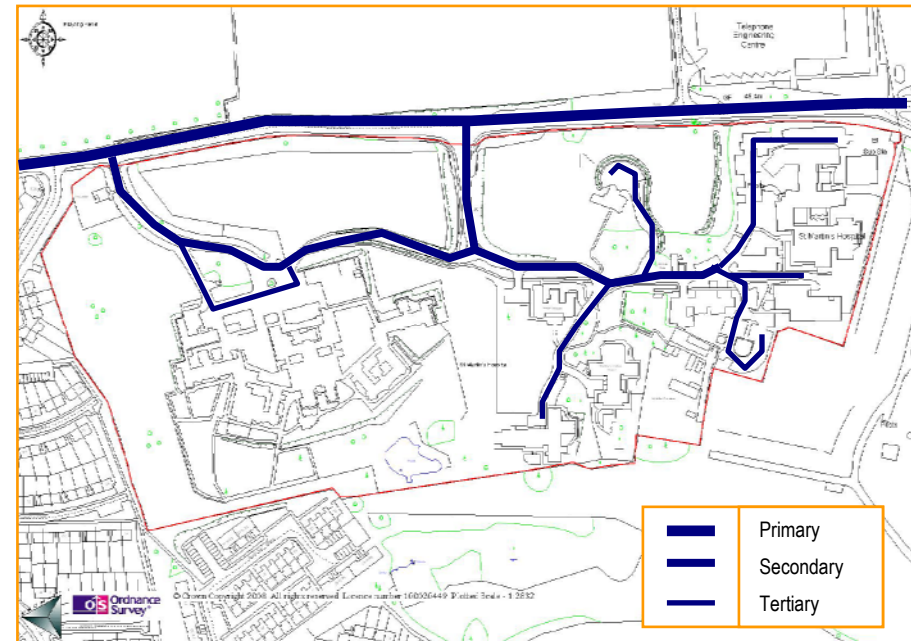


Figure 16 Road hierarchy

DESIGNATIONS ON SITE

4.9 St. Martins Hospital site is designated as a Conservation Area; therefore consent is required for demolition of buildings and felling of trees. New building will be required to preserve or enhance the character or appearance of the conservation area. The main characteristics of the conservation area are the setting of the buildings, the topography, the landscaping, the way the hospital buildings are set into the landscape and the character and appearance of the early 20th century hospital buildings themselves. There is no formally adopted appraisal for the Conservation Area. However the predominate qualities of the site are:

- Landscaped slopes and tree lined boundaries
- Setting of buildings into the parkland setting creating a 'campus' character
- Topography featuring the north-south slope
- Style, scale and detailing of the early 20th C buildings

4.10 There are no known designated Public Rights of Way across the site.

4.11 There are no known Tree Preservation Orders on site.

CONTAMINATION

4.12 As a result of the current and historic land use as a hospital, there could be issues associated with hospital buildings in respect of waste disposal issues, incineration, boiler houses, asbestos, fuel storage / spillage and pharmaceuticals. Such contamination could impact on the proposed development or on the groundwater in the underlying aquifer. Investigations and surveys should take account of any oil/fuel storage tanks, septic tanks, drainage systems and materials storage. Any identified risks should be fully evaluated, if necessary by intrusive investigations.

4.13 No development shall take place until the developer has carried out adequate investigations to assess the degree of contamination of the site and to determine both its water pollution potential and any human health risk. The methods and extent of investigation should be agreed with the City

Council before any work commences. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall be monitored and approved in writing by the City Council. Developers should:

- 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- 2) Refer to the Environment Agency Guidance on Requirements for Land Contamination Reports for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, e.g. human health.
- 3) Contaminated soil that is excavated, recovered or disposed of, is controlled waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed off site operations is clear.
- 4) Any proposed discharge to ground or surface water or foul drainage from the site should be submitted and agreed by the EA prior to construction.

4.14 Care should be taken during and after construction to ensure that all fuels, oils and any other potentially contaminating materials should be stored to prevent accidental/unauthorised discharge to ground. The areas for storage should not drain to any surface water system. Where it is proposed to store more than 200 litres (45 gallon drum = 205 litres) of any type of oil on site it must be stored in accordance with the Control of Pollution (oil storage) (England) Regulations 2001.

ECOLOGY

4.15 There are no statutory ecological or nature conservation designations impacting the site. The site lies close to Chequers Wood and Old Park SSSI's but initial study of the proposals indicates that the development would not have implications. Due to the semi-rural setting at the edge of the urban fringe it is likely to have significant wildlife and ecological values Protected Species may be present on site and records indicate the presence or potential presence of the following protected species on or near the application site: bats, Great Crested Newts, widespread reptiles, breeding birds and

badgers. Natural England recommends that habitat surveys are submitted with any subsequent planning application(s) for this site.

- 4.16 Any development on the site should seek to minimise impacts on biodiversity and improve existing habitats within the site. An ecological study will be required to assess the site and outline any requirements for mitigation and/or management plans. The Biodiversity technical appendix in 'Kent Design' may be of assistance in this regard. Proposals for the site should include the opportunity for increasing biodiversity (for example including roosting opportunities for bats and birds) in accordance with PPS9 Structure Plan policy (KMSP EN8).

ARBORICULTURAL

- 4.17 The recommendations of British Standard 5837: 2005 "Trees in relation to construction", which provides both guidance and advice on the successful integration of trees with development will need to be followed to ensure a successful integration of development into the existing landscape. It will be necessary to undertake a pre-development tree survey of the site to establish the age and condition of existing trees and the root and canopy protection zones to accompany any planning application(s) for the site.
- 4.18 The large specimen trees and boundary tree lines should be retained. Important boundary tree lines are along the Littlebourne Road boundary and the eastern boundary. A landscaping plan including replacement trees, soft and hard landscaping, play areas, hard surfacing (roads, parking footpaths etc) and protection measures for existing trees should be presented in conjunction with any planning application.

ARCHAEOLOGY

- 4.19 The principal archaeological interest in this area is the former alignment of the Roman Road that led out of the Queningate and followed a course just north of St Martins Hill and thence along the line of what is now the Littlebourne Road. There is quite a bit of evidence in the area for extra-mural Roman period cremation and inhumation cemeteries being located flanking the south side of the road. The nearest is about 200m west of Warwick Road. There are intermittent burials all the way

along the Stodmarsh Road and it can be assumed that some of these were associated with settlements. An archaeological evaluation on the hospital grounds in January 2004 prior to the provision of hardstanding for the periodic siting of mobile medical units produced a wholly negative result. Nevertheless, there is some potential in a zone 70m deep abutting the south side of the Littlebourne Road and across open areas, especially along the western and southern margins of the site boundary. Archaeological field evaluation by trial trenching would be expected to be undertaken, preferably prior to the determination of an application, across areas of archaeological potential. There would be a presumption in favour of the preservation in situ of significant and important archaeological finds of national importance, otherwise preservation by record by archaeological excavation would be appropriate mitigation.

INFRASTRUCTURE

- 4.20 The developer should carry out investigations concerning the availability and capacity of all utilities and will be expected to contact the relevant utility and infrastructure providers. Evidence that the site can be provided with suitable water supply, sewage disposal, telecommunications and energy services to serve the proposed development should be presented with any planning application. The Developer shall also indicate the method for surface water disposal in accordance with the City Council's Drainage Impact Assessment Guidance Note. Surface water should be disposed separately to the foul sewerage system to avoid foul water flooding after heavy rain. Separation could be achieved by discharging surface water to soakaways, other sustainable urban drainage systems (SUDS), or to a separately piped surface water drainage system. The use of SUDS should be fully integrated into the development in order to enhance the biodiversity of the site. Swales and ponds could be considered as flash flood attenuation measures.
- 4.21 Surface water sewers on the site are running close to capacity and ponds are already located in the south of the site to collect surface water run-off. In the likely event of new development increasing surface water run off these could exceed capacity. Therefore any application will need to refer to Canterbury City Council guidance for Drainage Impact Assessments. This site also has a strong north to south slope, which will increase surface water flow to the south.

4.22 Southern Water has indicated that at present there is insufficient capacity in the sewer system to meet the demand arising from the development. The developer must therefore requisition a connection to the sewerage system at the nearest point of adequate capacity as defined by Southern Water. Foul water sewers to serve the development should be constructed to adoptable standards in accordance with the current edition of "Sewers for Adoption" published by WRc.

FLOOD RISK

4.23 The site is in an area classified as low flood risk and has no record of any flooding or drainage problems. With respect to proposed surface water drainage the drainage impact assessment should ensure that the site will not be subject to fluvial flooding. A Flood Risk Assessment/Drainage Strategy should be submitted with any application.

HOUSING

4.24 Housing is an appropriate use in this location due to the site being, previously developed land within the urban area and the apparent need of the hospital for funds to provide for its redevelopment of the eastern part of the site. This site would be able to accommodate more than the 15 unit threshold and would be required to provide 35% of the residential stock as affordable housing, with the break down of 20% social rented and 15% intermediate cost homes (see the City Council's Development Contributions SPD). There is a required mix of dwelling types and size for housing but this figure is subject to market demand. At present there is a shortage of family housing in Canterbury both within the public and private sectors. The affordable housing element should concentrate on this type of housing. New housing should take account of the Lifetime Homes Standard (a requirement of KMSp policy HP6 b) and should ensure that the development secures accommodation suitable for those with learning disabilities, physical disabilities and those in need of adult social care.

REFUSE

4.25 Each residence will require adequate refuse and recycling storage facilities screened from the street and other public areas. There are two options for dealing with refuse either:

- Each residence is provided with off street out of view storage facilities for a 240 litre wheeled bin for landfill waste and 0.25m² storage space for recycling sacks.
- Or more preferably, there could be a central rubbish disposal and recycling point for all of the residences which would need to be administered by a Management Group or similar.

4.26 Access to facilitate the easy collection of refuse from a refuse store or receptacle point would also be necessary. With respect to the hospital area, access and turning circles to facilitate the easy collection of refuse and recycling by trucks from a refuse store or receptacle point will be necessary. Suitable storage facilities for recyclable materials should be provided within the development. The adequacy of any proposal with respect to the provision for refuse and recycling storage should be discussed with the City Council's Street Scene section prior to the submission of plans.

SUSTAINABILITY

4.27 The Council has recently adopted a Supplementary Planning Document (SPD) on Sustainable Construction, which sets out the minimum sustainable construction standards that the City Council will apply to new developments. The SPD sets out the requirements for residential proposals, requiring all new homes built until 2010 to meet the requirements of Level 3 of the Code for Sustainable Homes and from 2010-2013 Level 4. The policy under 3.3 requires that all proposals for non-residential development will be required to meet the 'very good' or 'excellent' BREEAM standard.

4.28 A Sustainability Statement will be required setting out how the objectives of sustainable development have been incorporated within the proposed development in accordance with the adopted local plan and the SPD. Further guidance on sustainable development can be obtained from the 'Sustainability Checklist for Developments in the South East' produced by SEEDA, Kent Design produced by KCC, and best practice from Building Research Establishment (BRE).

4.29 The new buildings should be located, designed and constructed to provide maximum energy efficiency, to reduce CO2 emissions, as well as, incorporating renewable energy and water saving technology in accordance with PPS22. Advice should be sought at an early stage in the design process to save the difficulty and expense of attempting to include add on features at a late stage in the design process.

4.30 The draft assessment criteria should be made available to the Council in pre application discussions, together with details and specifications of the sustainable features proposed to achieve the ratings. A complete design stage assessment should be submitted with any subsequent planning application. In particular, they should demonstrate that the Sustainable Construction SPD has been complied with and that the following additional elements have been incorporated:

- **Renewable Energy:** The development should include renewable production technology within the development. As well evidence should be provided, which demonstrates that at least 10% of total energy demand for the buildings/development is supplied from local renewable, or low emission, sources. This site appears to potentially present a good location for small wind turbines and solar thermal/PV technologies.
- **Energy Efficiency:** The buildings should be located, designed and constructed to provide maximum energy efficiency. The energy efficiency of buildings should seek to exceed the requirements of Part L1A of the 2006 Building Regulations where possible.
- **Water Conservation, reuse and pollution control measures** should be demonstrated. This should include water use minimisation measures, and the replacement of mains potable water consumption with recycled grey-water or rainwater as outlined in the Sustainable Construction SPD. The Environment Agency encourages the installation of grey water recycling facilities and methods of using rainfall collection for domestic purposes.
- **Sustainable Urban Drainage Systems (SUDs)** should also be employed to minimise the risk of localised flooding and pollution of watercourses and provide opportunities for water

conservation and habitat provision. Suitable SUDs methods will depend on ground conditions and ground water sensitivity and advice on appropriate methods should be sought early in the design process. Evidence that the developer had secured/provided for the future maintenance of any SUDS systems installed would be required with any application for planning permission. Evidence should also be provided which demonstrates that on site treatment, such as oil separators/interceptors or filtration, have been specified for areas at risk from pollution (such as car parks). The SUDS system used should attenuate surface water run off to that comparable to a greenfield run off rate of typically 7 litres/second per hectare. When designing the SUDS system the 100 year 30% rainfall event should be taken into account.

- **Waste minimisation:** A Site Waste Management Plan should be prepared, which aims to minimise waste at source on the site through the accurate assessment of the use of materials and the potential for their re-use and recycling both on and off site. It should also be demonstrated that there are dedicated facilities for the separation and storage of recyclable waste materials generated by normal functioning of the buildings.
- Use of **sustainable materials and recycled materials in the construction** taking into account minimisation of the whole life costs of products used (see The Kent Design Guide, Sustainable Construction: Whole Life Cost Benefits and The Whole Life Cost Forum for more information). Evidence should be provided which demonstrates that the roof, external walls, windows and upper floors receive high ratings, as defined in the BRE Green Guide to Specification. In particular it should be demonstrated that timber and timber products have come from a sustainably managed source (or are re-used timber). Building materials should be sourced to avoid 'road miles' associated with production and delivery.

OTHER DEVELOPER CONTRIBUTIONS

DEVELOPMENT CONTRIBUTIONS SUPPLEMENTARY PLANNING GUIDANCE

4.30 The Development Contributions SPD was adopted in January 2007 and contains the thresholds and formulae for Development Contributions. Canterbury City Council has prioritised the four areas of Affordable Housing, Education, Transport and Open Space as their important areas for

contributions. Transport and Affordable Housing contributions have been dealt with in sections 4.5 and 4.24 respectively.

COUNTY COUNCIL

4.31 There is sufficient capacity at present within local schools to accommodate the projected number of children that might result from this proposed development and consequently there will be no need for an education contribution. However there is insufficient capacity in both Adult Social Services and Libraries and Arts to meet the needs of the proposed development and consequently contributions will be sought from the development for these services.

OPEN SPACE

4.32 The site contains substantial areas of open space. Existing open space within the site, not included in the building envelopes, should be retained and enhanced. The setting of the existing and any new buildings should be enhanced to reduce any impacts on the Conservation Area and the adjacent AHLV. The opportunity exists for new children's play facilities to be incorporated in the development, possibly in the landscaped area to the south of the site.

4.33 All new residential development is required to make a contribution to the provision of open space in the district. The calculation will be based on the need for open space by the new residents. Provision will either be on-site or off-site by the means of a capital sum or a combination of the two. Specific types of open space required per head of new population and the calculation for a capital sum for the provision of this space off site is listed in more detail in the Development Contributions SPD. The five categories of open space are:

- Parks (3m² per person)
- Open Space for Sport (9m² per person)
- Amenity Greenspace (13 – 17m² per person)
- Children's Play Areas (3m² per person)
- Semi-natural Areas (20m² per person)

OTHER COMMUNITY BENEFITS

4.34 In appropriate circumstances, additional or alternative funding will be sought for other necessary community benefits. these may include:

- Projects and objectives identified in the Local Plan
- Public realm initiative
- Flood defence schemes
- Sewerage infrastructure
- Museums & galleries
- Arts & Libraries
- Adult Education
- Youth & Community
- Public Art Commissioning

5. Design Considerations

SUB AREAS

5.1 The hospital site naturally sub-divides into five distinct development areas (see Figure 17):

- Existing Healthcare Buildings
- New Inpatient Unit
- Residential Conversion and Extension
- Landscape Corridor
- Residential Amenity

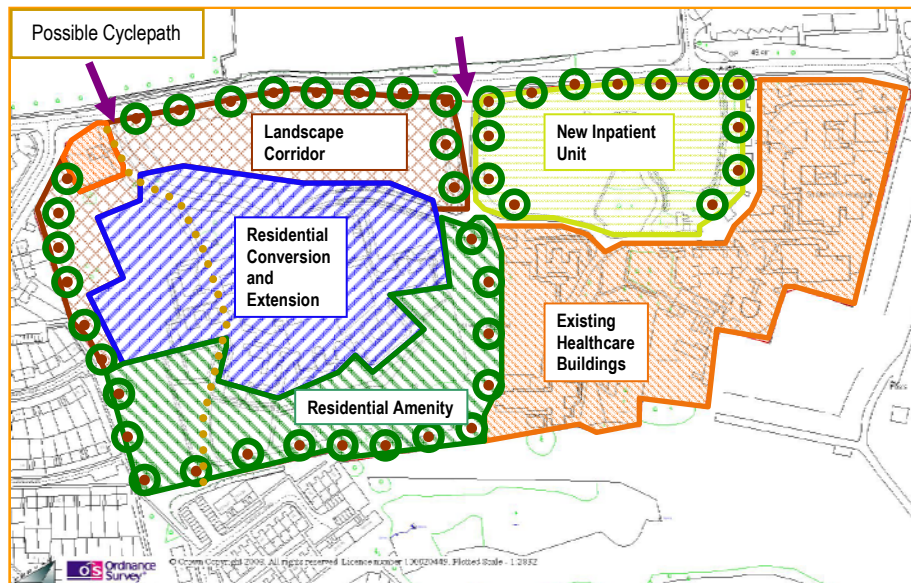


Figure 17 Sub areas diagram

5.2 The redundant hospital buildings in the western half of the site should be converted to residential use. The main hospital buildings shown in red on Figure 18 are considered to positively contribute to the character and appearance of the Conservation Area and should be retained. The ancillary buildings shown in blue also contribute to the Conservation Area but can be considered for demolition if their removal can be shown to have benefits for the new development. The presumption is in favour of their retention if at all possible. The single storey corridor links between the existing buildings can be removed and the resulting space used to enhance the setting of the remaining buildings. The western part of the site is considered suitable for a development of approximately 200 residential units. The buildings to be converted are considered to be more suitable for a mix of studio, 1-3 bed apartments, and town houses. The new build element should be a mix of mainly family houses with possibly some additional apartments.

5.3 New development should integrate into the existing landscape, with the built form creating a 'sense of place'. To create this the new development should have a scale, mass, and storey height that complement, albeit in a contemporary way, the retained buildings. The use of materials that matched the existing buildings would also help give the new development a sense of place. The new buildings could be 'cut-into' the topography to take advantage of the change in levels across the site. As a result of the topography of the site it may be possible to have 3-3½ storey buildings to the south. Along the northern edge of the site it should be possible to achieve 2- 2½ storey heights.

5.4 Buildings should be well designed in terms of sustainability, 'Secured by Design' standards and be in line with good Urban Design principles. The position of buildings will need to respect existing mature tree and tree lines to maintain the character and appearance of the Conservation Area. Careful boundary treatment with the existing residential area to the west will be required. The density for this half of the hospital site should be no more than 35 dwellings per hectare.

5.5 The Conservation Area designation over the site requires that the new development preserves or enhances the existing character or appearance. This includes both the views in and out of the area. The development should maintain the prevailing views to the south and west, across open space

and on to the AHLV, and to the Littlebourne Road landscape corridor in the north. Views to the east are restricted due to aspect and screening. Design of the new development should consider the interrelationships of building lines, street patterns, detailing, existing townscape and trees and landscaping. Car parking should be accommodated in a series of courtyards carefully planted to create visually unobtrusive parking courts.

- 5.6 Existing landscape and parkland features that make a positive contribution should be retained. The development should respond positively to the existing parkland character of the site to help integrate it into the surroundings. A landscape appraisal including a tree survey should be prepared as part of a planning application. This should consider the existing parkland character and show how and where open spaces, tree planting, cycle and footways will be located, formed and landscaped. The existing parkland setting should be enhanced and existing trees supplemented. New structural planting of native trees, shrubs and hedgerows will be required to integrate the new development to the site and to create attractive external spaces. Landscaping will be required to screen the new residential development from the health buildings to the east of the site. This could be achieved with new landscaped corridors approximately 10m deep.
- 5.7 Open space to the south of the existing group of buildings should be retained and enhanced. Open space for residents should also be provided within the new development and should include an inclusion of LEAP (Locally Equipped Area for Play). The new development could create a number of courtyards together with the converted buildings. The designated public footpath/cycle link shall be formed across the western part of the site. This will include the provision of an attractive, possibly lit, public open space corridor to move through. The design, layout, formation and landscaping of the public spaces and public footpaths/cycle ways should be undertaken in consultation with Canterbury City Council's Outdoor Leisure and Countryside sections.
- 5.8 The new 'Inpatient Unit' will be a predominantly single-storey development, possibly with some ancillary accommodation on the first floor. The Mount Zeehan building would have to be demolished to accommodate the new unit. The unit will be served by the existing access from Littlebourne Road. On site parking should adhere to the maximum vehicle parking standards. Retention and

enhancement of the landscaped corridor to Littlebourne Road will be required. The possibility of cutting the building into the slope to reduce the impact should be pursued.

- 5.9 Existing buildings on the eastern part of the site will be the location for the consolidation of NHS uses which will involve some re-location of health related uses from other parts of the site.

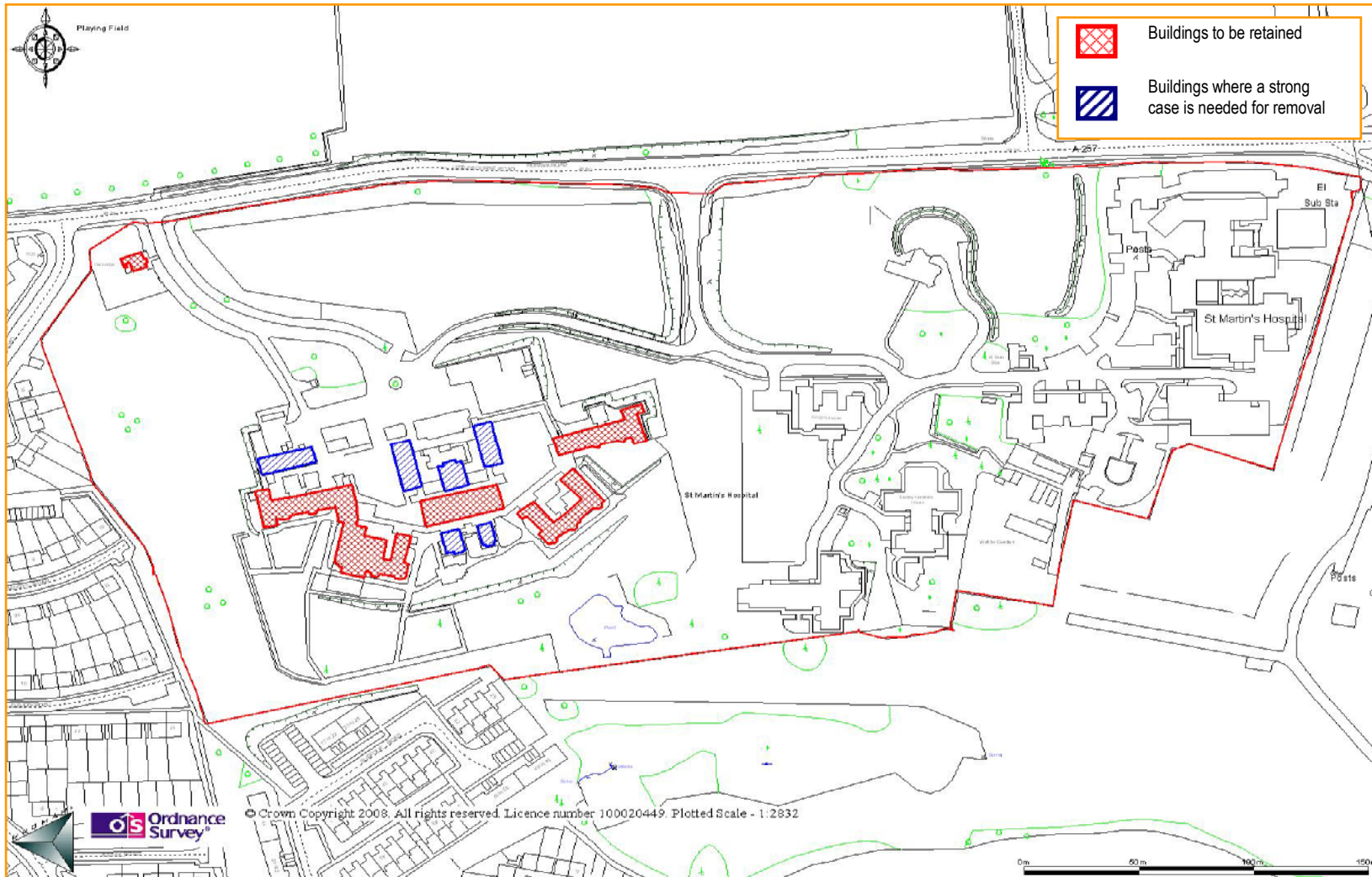


Figure 18 Buildings for retention

6. Development Process

The City Council will adopt these Development Principles as a material consideration for development control purposes.

A section 106 agreement including many of the matters addressed in this document will be need to be agreed with the City Council as part of the planning permission process.

7. Statement of Consultation

STATEMENT OF COMMUNITY INVOLVEMENT

- 7.1 The Statement of Community Involvement (SCI) contains the Council's strategy for public consultation, with its standards, methods and processes. Development Principles need to have had an accepted process of consultation with stakeholders and appropriate parts of the community before they will be accepted and adopted
- 7.2 To reflect the requirements of the SCI, a process of community engagement has been undertaken. The method adopted has followed the requirements of the SCI which suggests that exhibitions are a good method of public consultation for site specific documents.

CONSULTATION PROCESS

- 7.3 A letter was sent to all immediately adjacent and neighbouring properties (approx 300 letters were sent out). A copy of the draft Principles was also sent to local councillors, local amenity groups, statutory consultees and service providers. The draft Development Principles have also been available on the Council web site. A public exhibition was held at St. Martins Hospital on 6th October 2008. The period for consultation was 29th September to 24th October 2008.
- 7.4 City Councillors were invited to a briefing about the draft Development Principles for the site on 16th September 2008. The approach being adopted and the general objectives of the document were agreed at this briefing. The Canterbury Area Members Panel considered the document on 3rd November 2008. All persons who were consulted were informed that they could attend and speak at that meeting. In the event two people spoke at the meeting, one from the Spring Lane Residents Association and one on behalf of the Trust.
- 7.5 The Development Principles were considered in light of the consultation responses, including the comments from the Canterbury Areas Members Panel, and appropriate amendments were made.

The amended report was presented to the Development Control Committee for approval on 9th December 2008. Everyone who responded in writing to the consultation received a copy of the final version of the Principles and was notified of their right to speak at the Development Control Committee meeting.

Appendix A. Planning Application Requirements

8.1 Any planning application for the site will need to submit six sets of the following basic items:

- Fee
- 1 APP Application Form
- Design and Access Statement
- Location Plan
- Site Layout Plan / Block Plan
- Floor plans and Elevations
- Sections
- Ownership Certificates

8.2 In addition to the above documents any application(s) for major residential development or health related development could require the following documents to be submitted:

- Travel Plan / Transport Assessment
- Contaminated Land Assessment
- Arboricultural Survey
- Ecology Assessment
- Foul Sewerage Assessment
- Surface water Drainage Assessment
- Environmental Impact Statement
- Heritage Statement

- Landscape / Townscape and Visual Impact Assessment
- Lighting Assessment / Details of Lighting Scheme
- Conservation Area Assessment
- Parking / Servicing Details
- Planning Statement
- Refuse Collection
- Renewable Energy Assessment
- Statement of Community Involvement
- Sustainable Design and Construction Assessment
- Utilities Statement
- Waste Management Plan
- Planning Obligations Heads of Terms

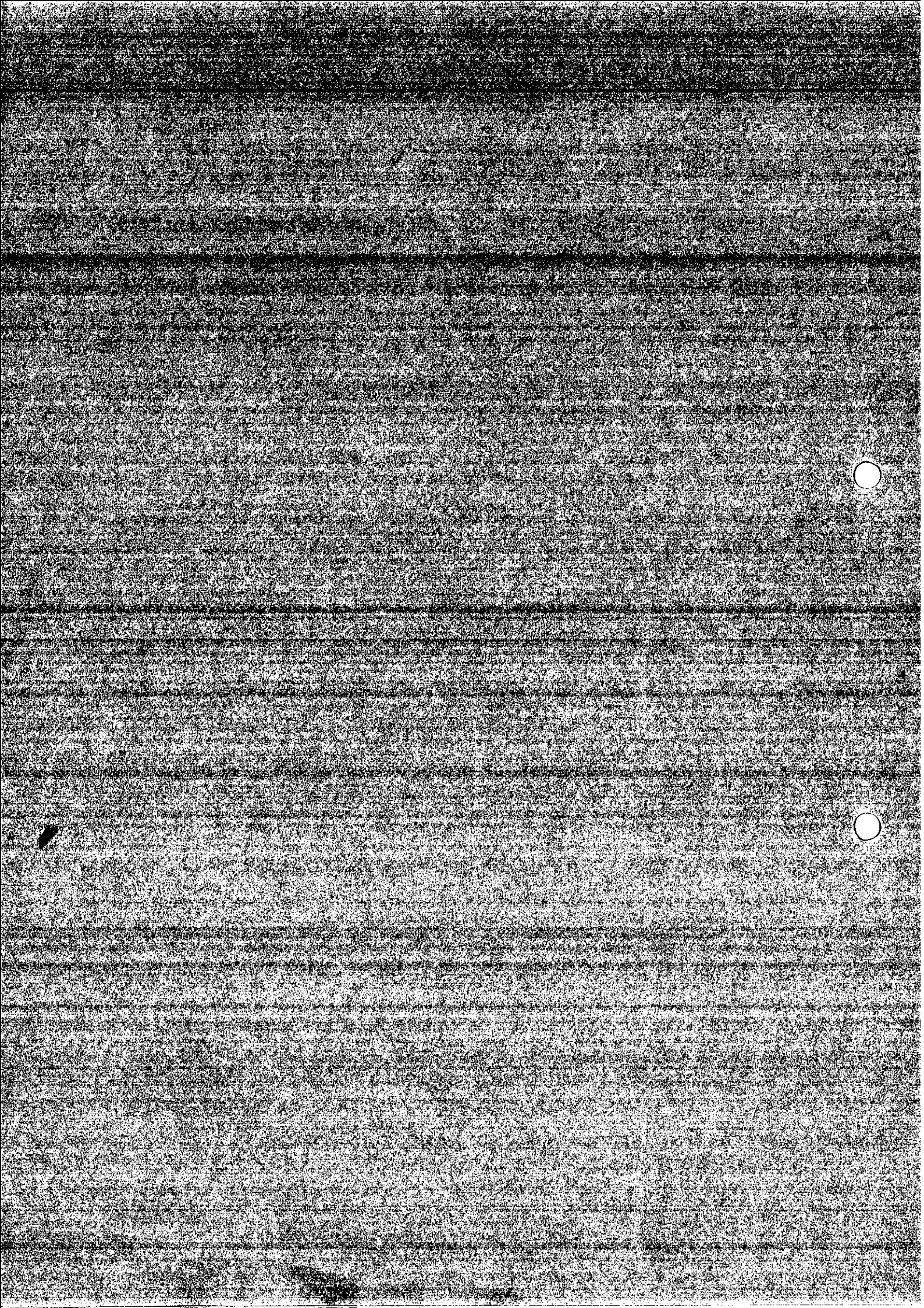
In addition to the above for a health related development the following document could be required:

- Ventilation / Extraction Details

8.3 Although re-development of the site does not fall within a Schedule 1 development for the purposes of the EIA regulations it will exceed the threshold for a Schedule 2 development. A formal request for a screening opinion should therefore be sought required once the development content has been established.

Appendix 3

Stakeholder/Partnership Event 2012



Demonstrating the Duty to Cooperate

- **Stakeholder conference in 2012** where the NLP scenarios and results from the Ipsos MORI Public Opinion on development was presented to stakeholders.
- All neighbouring council's were invited – Thanet, Swale, Ashford, Dover and Shepway and KCC attended
- Using handheld voting system stakeholders were asked to vote for their preferred scenario and key questions from the public opinion research

- **2013 Stakeholder briefing** feedback results from 2012 and update on Local Plan development

- Dover, Shepway, Thanet, Swale (Ashford were invited but did not attend), KCC

Documents attached:

Agenda for 2012 Stakeholder conference

List of invites for 2012 Conference

List of stakeholders attending 2012 Conference *

Slides showing outcome of handheld voting from 2012 formed part of the briefing for 2013

List invitees v's attendees – for 2013 Briefing *

*Please note there are personal email addresses on this list.



Agenda 2012

Canterbury City Council - Future Development Conference

Monday 18 June from 5.30-8.30 p.m. at Canterbury High School



5.30 p.m.	Arrival (refreshments and a light buffet will be available)	
6.00 p.m.	Welcome	Councillor John Gilbey (Leader, Canterbury City Council)
6.05 p.m.	Introduction and context to the Local Plan	Colin Carmichael (Chief Executive, Canterbury City Council)
6.25 p.m.	Future Development Requirements	Matthew Spry (Nathaniel Lichfield and Partners)
6.45 p.m.	Your attitudes to development	Interactive voting session
7.00 p.m.	Coffee Break	
7.10 p.m.	Public Opinion Research on future development requirements	Ben Marshall (Ipsos MORI)
7.30 p.m.	Workshops	Group discussions on where future development should go.
8.10 p.m.	Next Steps	Colin Carmichael (Chief Executive, Canterbury City Council)
8.20 p.m.	Close	



Attendees 2012

Res Associations

Title	First Name	Last Name	Organisation
Professor	Jan	Pahl	Canterbury Society
Professor	Clive	Church	Hilltop Community
Mr	William	Burnett	South Canterbury Residents Association
Mr	Graham	Cox	Whitstable Society
Mr	Dick	Eburne	H/Bay & District Residents Assoc.
Mr	Michael	Rundell	Wincheap Society
Mr	Colin	Graham	Barton Residents Association
Mrs	Sue	Langdown	St Stephens Residents Association
Mr	Alan	Thomas	Market Way Area Residents Association

9

Lorna Ford

Housing delivery

Title	First Name	Last Name	Organisation
Mr	Peter	Court	Home Builders Federation
Mr	David	Banfield	Barrett Developments
Mrs	Kathy	Putnam	Ward Homes
Mrs	Dawn	Healy	Hyde Housing
Mr	Steve	Nunn	Moat Housing
Mrs	Sally	Richards	Orbit
Mr	Adrian	Heys	TCHG
Mr	Chris	Moore	Homes & Communities Agency

8

Dan Hamlin

~~Housing delivery~~ Statutory

Title	First Name	Last Name	Organisation
Mrs	Madeline	Homer	Thanet District Council
Mrs	Barbara	Cooper	KCC
Mr	Sean	Bone-Knell	Kent Fire and Rescue
Mr	Richard	Alderton	Ashford Borough Council
Mr	Mike	Ebbs	Dover District Council
Mr	Chris	Lewis	Shepway District Council
Mr	Pete	Raine	Swale Borough Council
Mr	Simon	Thomas	Thanet District Council

8

Adrian Verrall

Business

Title	First Name	Last Name	Organisation
Mr	John	Beattie	Amberley Associates of East Kent
Mr	Paul	Barrett	Barretts of Canterbury Ltd

Mr	Bob	Jones	Canterbury City Partnership
Mr	Clive	Relf	Reeves
Mr	Alex	Ridings	Think Agency Ltd
Mr	Peter	Scutt	Whitefriars Management Centre
Mr	Tim	Le Lean	Year One Consulting
Mr	Andy	Davies	Kent Invicta Chamber of Commerce
Mr	Peter	Goodwin	Herne Bay Town Partners
Mr	Mark	Woollard	Whitstable Chamber of commerce

10

Dawn Hudd

Community

Title	First Name	Last Name	Organisation
Mrs	Sari	Sirkia Weaver	Homestart Canterbury and Coastal
Mr	Alex	Krutnik	Canterbury District Community Alliance
Mr	Mike	Walling	EMIC
Mrs	Lillian	Ndawula	EMIC
Prof	Rick	Norman	CANDIFA
Ms	Rhoda	Stankovick	Agewise
Mr	Brian	Russ	Pensioners Forum
Ms	Angie	BOOTE	EKLGBT Network

8

Marie Royle

Health

Title	First Name	Last Name	Organisation
Dr	Jonathan	Sexton	Eastern & Coastal Kent PCT
Mrs	Abi	Mogridge	Kent Community Health Trust
Mr	Roger	Kendall	Canterbury & District Community Alliance
Dr	Alyson	Bowhay	University Medical Practice
Ms	Jenny	Bostock	Eastern & Coastal Kent NHS
Mr	Gus	Oates	Polo Farm
Mr	Andy	Balsdon	Christ Church

7

Suzi Wakeham

Title	First Name	Last Name	Organisation
Mrs	Sue	Pellegrino	DAP/Access Collaboration Ltd
Mr	Craig	Potter	DAP
Mr	Kevin	Bloxham	DAP/Skanska
Mr	Jonathan	Ward	Kent Association for the Blind
Ms	Amanda	Bodemeaid	Kent Association for the Blind
Mrs	Cate	Jackson	CantAbility
Mrs	Di	Lovecchio	CantAbility

Ms	Laura	Drew	
----	-------	------	--

8

Paul Swan



Education

Title	First Name	Last Name	Organisation
Ms	Jane	Wiles	KCC Education
Mrs	Carol	Barron	UKC
Mr	Andrew	Ironside	CCCU
Professor	Keith	Mander	UKC
Mrs	Claire	Owen	Herne Bay High School
Mrs	Sonia	Fitzpatrick	Spires Academy
Mr	David	LeBreton	Wickhambreaux Primary School

7



Velia Coffey



5



Environment

Title	First Name	Last Name	Organisation
Mr	John	Elliott	Local Environment Partnership
Mr	Nigel	Jennings	Natural England
Miss	Ghada	Mitri	Environment Agency
Mr	Brian	Lloyd	CPRE Kent
Ms	Linda	Mason	Crime prevention officer
Mr	Paul	Bennett	Archaeological Trust
Brigadier	John	Meardon	Cathedral
Mr	Roger	Seijo	Whitstable Improvement Trust
Mr	Geoff	Meaden	Green Party

9

Richard Griffiths

Transport

Title	First Name	Last Name	Organisation
Mr	Jeremy	Cooper	Stagecoach in East Kent
Ms	Nina	Peak	South East Trains
Mr	Mark	Ellerby	Network Rail
Mr	Kevin	Bown	Highways Agency
Mr	Nick	Betts	c/o Nasons of Canterbury
Mr	S	Fawke	SPOKES
Mrs	Ruth	Goudie	KCC Highways
Mr	Ian	Wild	Ramblers Association
Mr	Johnathan	Watts	Lenleys

8

Richard Moore

Parish Councils

Title	First Name	Last Name	Job Title
Mr	Ray	Evison	Hackington PC
Mr	Jazz	Rana	Sturry PC
Mrs	Janet	Larkinson	Harbledown PC
Mr	Mike	Gallagher	Littlebourne PC
Mr	Terry	Wilmshurst	Bridge PC
Mr	Robert	Palmer	Petham PC
Dr	Andrea	Nicholson	Bekesbourne with Patribourne PC
Mrs	Monica	Blyth	Herne & Broomfield PC

8

Ian Brown



Invites

2012 - see page 6 per Statutory consultees

Yes/No	Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
Yes	Mr	Jeremy	Cooper	Commercial Director	Stagecoach in East Kent	Bus Station	St George's Lane			Canterbury	CT1 2SY	[REDACTED]
Yes		Nina	Peak		South East Trains							[REDACTED]
	Mr	Mark	Ellerby		Network Rail							[REDACTED]
No	Mr	Howard	Moore		Highways Agency	Regional Office	Federated House		London Road	Dorking	RH4 1SZ	[REDACTED]
Yes	Mr	Kevin	Bown		Highways Agency							[REDACTED]
	Mr	Nick	Betts		c/o Nasons of Canterbury	47 High Street				Canterbury	CT1 2SB	[REDACTED]
Yes	Mr	S	Fawke		SPOKES	PO Box 991				Canterbury	CT1 9EL	[REDACTED]
Yes		Ruth	Goudie		KCC Highways							[REDACTED]
No	Mr	Stephen	Gasche		KCC							[REDACTED]
Yes	Mr	Ian	Wild		Ramblers Association							[REDACTED]

Facilitator: Richard Moore

Reminder sent 23 May

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is crucial for ensuring the integrity of the financial statements and for providing a clear audit trail.

2. The second part of the document outlines the various methods used to collect and analyze data. It describes how different types of information are gathered and how they are processed to identify trends and anomalies.

3. The third part of the document focuses on the results of the analysis. It presents the findings in a clear and concise manner, highlighting the key areas of concern and the recommended actions to address them.



Yes/No		Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
Yes		Mr	Ray	Evison	Chair of Parish Councils Assoc	Hackington Parish Council	5 Link Road	Tyler Hill			Canterbury	CT2 9ND	[REDACTED]
Yes		Mr	Peter	Topley	Chair	Sturry PC							[REDACTED]
Yes		Cllr	Barbara	Flack		Blean PC							[REDACTED]
Yes			Janet	Larkinson	Chair	Harbledown PC							[REDACTED]
Yes		Mr	Mike	Gallagher	Chair	Littlebourne PC							[REDACTED]
Yes		Mr	Terry	Wilmshurst	Chair	Bridge PC							[REDACTED]
Yes		Mr	Robert	Palmer	Chair	Petham PC							[REDACTED]
Yes		Dr	Andrea	Nicholson	Chairman	Bekesbourne with Patricbourne Parish Clerk	7 Bifrons Road		Bekesbourne		Canterbury	CT4 5DE	[REDACTED]

8

Facilitator: Ian Brown

		Mrs	Stephanie	Back		Adisham Parish Clerk	St Benets	Beech Hill	Bridge		Canterbury	CT4 5AU	[REDACTED]
		Mrs	S.	Baker		Barham Parish Clerk	8 Hazling Dane		Shepherdswell		Dover	CT15 7LW	[REDACTED]
		Mrs	V.	McWilliams		Bishopsbourne Parish Clerk	Derlome	The Old Rectory	Church Lane	Kingston	Canterbury	CT4 6HY	[REDACTED]
		Mrs	D.	Horswell		Blean Parish Clerk	Parish Council Office	4 School Lane	Blean		Canterbury	CT2 9JA	[REDACTED]
		Mrs	C.	Seath		Bridge Parish Clerk	Bridgeford House	Brewery Lane	Bridge		Canterbury	CT4 5LF	[REDACTED]
		Mr	P.	Hornibrook		Chartham Parish Clerk	4 Chequers Cottages	Stone Street	Petham		Canterbury	CT4 5PW	[REDACTED]
		Mrs	Amanda	Sparkes		Chestfield Parish Clerk	4 Chequers Cottages	Stone Street	Petham		Canterbury	CT4 5PW	[REDACTED]
		Mr	G.	Eaton		Chislet Parish Clerk	84 Roberts Road		Greatstone		New Romney	TN28 8RG	[REDACTED]
		Mr	G.	Castle		Fordwich (Town Council) Parish Clerk	112 Bouverie Road West				Folkestone		[REDACTED]
		Mrs	D.	Horswell		Hackington Parish Clerk	54 Douglas Road				Herne Bay	CT6 6AF	[REDACTED]
		Mr	David	Frost		Harbledown and Rough Common Parish Clerk	12 Magnolia Drive		Chartham		Canterbury	CT4 7TG	[REDACTED]
			Wendy	Gregory		Harbledown and Rough Common Parish Clerk							[REDACTED]
		Mr	Guy	Foster		Hoath Parish Clerk	Boyden Gate House	Boyden Gate	Chislet		Canterbury	CT3 4EB	[REDACTED]
		Mr	D.	Humphrey-Woodward		Ickham Parish Clerk	9 Woodland Way		Woodnesborough		Sandwich	CT3 0NG	[REDACTED]
		Mrs	V.	McWilliams		Kingston Parish Clerk	Delorme	The Old Rectory	Church Lane	Kingston	Canterbury	CT4 6HY	[REDACTED]
		Mrs	Susan	Shaw		Lower Hardres Parish Clerk	Dracaena	2 Queens Cottages	The Street, Molash		Canterbury	CT4 8HJ	[REDACTED]
		Mrs	Susan	Shaw		Petham Parish Clerk	Dracaena	2 Queens Cottages	The Street, Molash		Canterbury	CT4 8HJ	[REDACTED]
		Mrs	L.	Jokic		Sturry Parish Clerk	38 High Street		Sturry		Canterbury	CT2 0BD	[REDACTED]
		Mr	Roger	Cheeseworth		Thanington-Without Parish Clerk	"Torn-an-Forth"	30 New House Lane			Canterbury	CT4 7BH	[REDACTED]
			Claire	Hamilton		Upper Hardres Parish Clerk	Timbercombe	Minnis Lane	Stelling Minnis		Canterbury	CT4 6AS	[REDACTED]
		Mrs	L.	Gosling		Waltham Parish Clerk	8 Church Lane		Waltham		Canterbury	CT4 5SQ	[REDACTED]
		Miss	M.	Dowley		Westbere Parish Clerk	37 Fairview Gardens		Sturry		Canterbury	CT2 0EJ	[REDACTED]
		Mrs	Kristina	Bartlette		Wickhambreaux Parish Clerk	13 High Street		Wingham		Canterbury	CT3 1AZ	[REDACTED]
		Mrs	V.	McWilliams		Womenswold Parish Clerk	Delorme	The Old Rectory	Church Lane	Kingston	Canterbury	CT4 6HY	[REDACTED]

1. Introduction
2. Methodology
3. Results
4. Discussion
5. Conclusion

6. Appendix

7. References

8. Bibliography

9. Index

10. Glossary

11. Acknowledgements

Yes/No		Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
No			Sue	Davis		Local Environment Partnership	11 Richdore Road			Waltham	Canterbury	CT4 5SJ	[REDACTED]
Yes		Mr	John	Elliott		Local Environment Partnership							[REDACTED]
		Mr	Nigel	Jennings		Natural England							[REDACTED]
No		Mr	Alan	Byrne		English Heritage							[REDACTED]
		Mr	Colin	Bowley		Environment Agency	Orchard House	Endeavour Park		Milton Road	West Malling	ME19 5 SH	[REDACTED]
Yes		Miss	Ghada	Mitri		Environment Agency							[REDACTED]
Yes		Mr	Brian	Lloyd		CPRE Kent	Queens Head House	Ashford Road	Charing		Ashford	TN27 0HY	[REDACTED]
No		PC	Diane	Paul		Kent Police							[REDACTED]
Yes			Linda	Mason									[REDACTED]
Yes		Mr	Paul	Bennett		Archaeological Trust							[REDACTED]
Yes		Brigadier	John	Meardon		Cathedral							[REDACTED]

6

Facilitator: Matt McLellan

Reserves

		Ms	Debbie	Salmon		Kent Wildlife Trust	Tyland Barn	Sandling			Maidstone	ME14 3BD	[REDACTED]
		Mr	Nick	Johannsen		Kent Downs AONB Unit	West Barn	Penstock Hall Farm	East Brabourne		Ashford	TN25 5LL	post
						Friends of Duncan Downs	2, Hilltop	Stanley Road			Whitstable	CT5 4QE	Post

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. This is essential for ensuring the integrity of the financial statements and for providing a clear audit trail. The records should be kept up-to-date and should be easily accessible to all relevant parties.

2. The second part of the document outlines the procedures for handling discrepancies. It is important to identify the source of the discrepancy as soon as possible and to take appropriate action to correct it. This may involve reviewing the original documents, contacting the relevant parties, and making adjustments to the records as necessary.

3. The third part of the document discusses the role of the auditor in verifying the accuracy of the records. The auditor should perform a thorough review of the records and should report any discrepancies to the management. It is the responsibility of the management to ensure that the records are accurate and that any discrepancies are resolved promptly.

4. The fourth part of the document discusses the importance of maintaining a clear and concise record of all transactions. This is essential for ensuring the integrity of the financial statements and for providing a clear audit trail. The records should be kept up-to-date and should be easily accessible to all relevant parties.

5. The fifth part of the document outlines the procedures for handling discrepancies. It is important to identify the source of the discrepancy as soon as possible and to take appropriate action to correct it. This may involve reviewing the original documents, contacting the relevant parties, and making adjustments to the records as necessary.

6. The sixth part of the document discusses the role of the auditor in verifying the accuracy of the records. The auditor should perform a thorough review of the records and should report any discrepancies to the management. It is the responsibility of the management to ensure that the records are accurate and that any discrepancies are resolved promptly.

Yes/No	Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email	
Yes	Professor	Jan	Pahl		Canterbury Society	14 Dane John Gardens				Canterbury	CT1 2QU	[REDACTED]	
No	Mr	Simon	Hewson		Hilltop Community	2 New House Lane			Thanington Without	Canterbury	CT4 7BG	[REDACTED]	
Yes	Professor	Clive	Church			'Rufflands' 72A New House Lane,			Thanington Without,	Canterbury	CT4 7BJ.	[REDACTED]	
No	Mr	Dick	Vane-Wright		South Canterbury Residents Association	42 Cromwell Road				Canterbury	CT1 3LD	[REDACTED]	
Yes		William	Burnett		South Canterbury Residents Association							[REDACTED]	
Yes	Mr	Graham	Cox		Whitstable Society	Northdown			Genesta Avenue		Whitstable	CT1 3LE	[REDACTED]
	Mrs	Gwen	Boyce		Tenants Consultative Group	18 Elham Road				Canterbury	CT1 3SL	[REDACTED]	
	Mrs	Rita	Martin	Chair	Tenants Consultative Group	7 Orchard Road				Herne Bay		[REDACTED]	
Yes	Mr	Dick	Ebume		H/Bay & District Residents Assoc.							[REDACTED]	
		Eileen	Hargreaves		Whitstable Improvement Trust							[REDACTED]	
Yes	Mr	Roger	Sejjo		Whitstable Improvement Trust							[REDACTED]	
	Ms	Willie	Cooper		Herne Bay Conservation and Improvement Trust							[REDACTED]	
Yes	Mr	Colin	Graham	Chair	Barton Residents Association	26 Pilgrims' Way				Canterbury		[REDACTED]	
Yes					St Stephens Residents Association							[REDACTED]	
Yes					Market Way Residents							[REDACTED]	

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Facilitator: Richard Griffiths

REMINDER SENT: 30 MAY

	Mrs	P	Reilly		Blean, Hackington and Tyler Hill Society	Tyler Hill Cottage	Tyler Hill			Canterbury	CT2 9LU	post
	Mr	Chris	Blunkell		Faversham Road Residents Association	220 Faversham Road	Seasalter			Whitstable	CT5 4BL	[REDACTED]
	Mr	N	Coleman		Fir Tree & Ross Gardens Residents' Association	10 Fir Tree Close	Rough Common			Canterbury	CT2 9DB	post
	Mr	Roger	Green		Friends of Fordwich and District	15 Water Meadows	Fordwich			Canterbury	CT2 0BF	[REDACTED]
	Ms	Shelley	Serisier		Ickham Residents Action Committee	unknown				unknown	unknown	[REDACTED]
	Mrs	J	Calvert-Mindell		Hales Place Residents Association	29 Longmeadow Way	Hales Place			Canterbury	unknown	post
	Mr	Ron	Pepper		Harbledown & Rough Common association	18 The Mir	Church Hill	Harbledown		Canterbury		[REDACTED]
	Mr	Eric	Parkinson		Langton and Nackington Residents Association	22 The Foreland				Canterbury	CT1 3NS	[REDACTED]
	Mr	David	Silcock		Manor Close Residents Association	Manor Close	Thanington			Canterbury	CT1 3XA	[REDACTED]
	Mr	Peter	Osborne		Mulberry Court Residents Association	4 Mulberry Court	Stour Street			Canterbury	CT1 2NT	[REDACTED]
	Mr	Fred	Whitemore		Oaten Hill and District Society	37 Dover Street				Canterbury	CT1 3HQ	[REDACTED]
	Mr	Terry	Westgate		St Michaels Road Area Residents Association	32 St Michaels Road				Canterbury	CT2 7HG	[REDACTED]
	Mrs	Penny	Francis		St Peter's Association	10 Blackfriars Street				Canterbury	CT1 2AP	post
	Mrs	Pauline	Walters		St Stephens Residents Association and St Stephens	25 The Cresnet				Canterbury	CT2 7AQ	post
	Mr	John	Osborne		Wincheap Society	53 Wincheap				Canterbury	CT1 3RX	post
	Mr	Mike	Walling		Barton Residents Association	66 Mount Road				Canterbury	CT1 1YF	
	Ms	Margaret	Stirling		Craddock Road Residents Association	7 New Rutlington Lane				Canterbury	CT1 1LR	
	Dr	John	Kemp		E Kent Green Party & SE Kent Astronomical Society	55 South St				Whitstable	CT5 3EA	
	Ms	Miranda	Hayes		Kent Rural Community Council	15 Manor Road				Folkestone	CT20 2AH	
	Ms	Maria	Thomas		Market Way Residents Association	3 Cathedral View	Market Way			Canterbury	CT2 7JG	
	Mr	Trevor	Coombes		Maydowns Road Association	38 Maydowns Road	Chestfield			Whitstable	CT5 3LL	
	Mr	Mike	Duffield		Whitstable Road Residents Association	80 Whitstable Road				Canterbury	unknown	post

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Yes/No	Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
		Naisha	Polaine		Homes & Communities Agency	81 Station Road				Ashford	TN23 1PP	[REDACTED]
Yes		Peter	Court		Home Builders Federation	Bryon House	7 St James Street			London	SW1A 1DW	[REDACTED]
Yes	Mr	David	Banfield		Barrett Developments							[REDACTED]
Yes		Kathy	Putnam		Ward Homes							[REDACTED]
	Mr	Mike	Finch		Hyde Housing							[REDACTED]
Yes	Mr	Steve	Nunn		Moat Housing							[REDACTED]
		Alison	Thompson		English Rural Housing							[REDACTED]
Yes		Sally	Richards		Orbit							[REDACTED]
	Mr	Michael	Allwood		TCHG							[REDACTED]
Yes	Mr	Adrian	Heys		TCHG							[REDACTED]

6

Facilitator: Dan Hamlin

Reserve:

	Mr	Brenden	Ryan	Chief Executive	EKH	Road				Folkestone	CT20 2QY	[REDACTED]
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Yes/No	Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
	Mr	Alistair	Stewart	Chief Executive	Shepway District Council	The Civic Centre	Castle Hill Avenue			Folkestone	CT20 2QY	[REDACTED]
	Mr	Nadeem	Aziz	Chief Executive	Dover District Council	White Cliffs Business Park				Dover	CT16 3PJ	[REDACTED]
No		Sue	McGonigal	Chief Executive	Thanet District Council	P O Box 9	Cecil Street			Margate	CT9 1XZ	[REDACTED]
Yes		Madeline	Homer	Director of Community Services	Thanet District Council							[REDACTED]
	Mr	John	Bunnett	Chief Executive	Ashford Borough Council	Civic Centre	Tannery Lane			Ashford	TN23 1PL	[REDACTED]
No	Mr	Abdool	Kara	Chief Executive	Swale Borough Council	Swale House	East Street			Sittingbourne	ME10 3HT	[REDACTED]
No	Chief Supt	Mark	Nottage	East Kent Area Commander	Kent Police	Police Station	Nackington Road			Canterbury	CT4 7AZ	[REDACTED]
	Mr	Des	Criley		KCC							[REDACTED]
Yes		Barbara	Cooper		KCC							[REDACTED]
	Mr	Paul	Crick	Director of Environment & Planning	KCC							[REDACTED]
No	Mr	Steve	Griffiths	Kent Fire & Rescue								[REDACTED]
Yes	Mr	Sean	Bone-Knell	Kent Fire & Rescue								[REDACTED]
	Mr	Richard	Alderton	Head of Planning & Development	Ashford Borough Council							[REDACTED]
Yes	Mr	Mike	Ebbs		Dover District Council							[REDACTED]
Yes	Mr	Chris	Lewis		Shepway District Council							[REDACTED]
Yes	Mr	Pete	Raine		Swale Borough Council							[REDACTED]
	Mr	Simon	Thomas		Thanet District Council							[REDACTED]
	Mr	Mike	Powe		KCC Social Services							[REDACTED]
		Sarah	Blackmore		KCC Childrens Services							[REDACTED]
No	Lt Col		Minton		Third Battalion Princess of Wales Royal Regiment							[REDACTED]

Facilitator: Adrian Verrall

REMINDER SENT: 29 MAY

Handwritten notes in the top left corner, including a date and some illegible text.



Yes/No	Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
	Mr	Declan	Kelly		ABode Canterbury							[REDACTED]
YES	Mr	John	Beattie		Amberley Associates of East Kent							[REDACTED]
Yes	Mr	Paul	Barrett		Barretts of Canterbury Ltd							[REDACTED]
YES	Mr	Bob	Jones		Canterbury City Partnership							[REDACTED]
	Mr	Mark	Isom		D Isom Printers Ltd							[REDACTED]
	Mr	Adam	Bateman		Fenwicks							[REDACTED]
	Mr	Peter	Hawkes		Furley Page Solicitors							[REDACTED]
	Mr	Rob	Suckling		HSBC - Canterbury							[REDACTED]
Yes	Mr	Jonathan	Watts		Lenleys							[REDACTED]
Yes	Mr	Clive	Reif		Reeves							[REDACTED]
YES	Mr	Alex	Ridings		Think Agency Ltd							[REDACTED]
Yes	Mr	Peter	Scutt		Whitefriars Management Centre							[REDACTED]
		Joanna	Verrico	Chair	Herne Bay Town Partners							[REDACTED]
	Mr	Roger	Seijo	Chair	Whitstable Improvement Trust							[REDACTED]

Facilitator: Dawn Hudd

Reminder sent 23 May

10/10/10

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Yes/No	Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
Yes		Sari	Sirkia Weaver		Homestart Canterbury and Coastal	Chaucer School	Block G	Spring Lane		Canterbury	CT1 1SU	[REDACTED]
					Age UK	Castle Row				Canterbury		[REDACTED]
					Age UK							[REDACTED]
	Mr	Alex	Krutnik		Canterbury District Community Alliance	Tower Works	Simmonds Road	Wincheap Industrial Estate		Canterbury	CT1 3RA	[REDACTED]
					Canterbury District Community Alliance							[REDACTED]
Yes	Mr	Mike	Walling		EMIC							[REDACTED]
Yes	Mrs	Lillian	Ndawula	Trustee	EMIC							[REDACTED]
Yes	Prof	Rick	Norman		CANDIFA							[REDACTED]
No		Anne	Belworthy		Agewise							[REDACTED]
Yes		Rhoda	Stankovick		Agewise							[REDACTED]
Yes		Brian	Russ		Pensioners Forum							[REDACTED]
Yes	Ms	Angie	BOOTE		EKLGST Network	107, Faversham Road		Seasalter		Whitstable		[REDACTED]
					EKLGST							[REDACTED]
		Carrie			SNAAP							[REDACTED]
					SNAAP							[REDACTED]

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Facilitator: Marie Royle

Reserves

		Sarah	Buckingham		KCC					Whitstable	CT5 1BP	[REDACTED]
		Ann	Bradley		Over Sixties	Waterloo Road				Whitstable	CT5 1BP	[REDACTED]
		Anne	Belworthy		Canterbury & District Pensioners Forum	14 Essex Avenue				Herne Bay	CT6 8AA	[REDACTED]
		Christine	Locke									[REDACTED]
	Mr	Ian	Andrews		Age Concern, Herne Bay	61 Hampton Pier Avenue				Herne Bay		[REDACTED]
		Jackie	Wynter		Crossroads Care	Beach House	Beach Street			Herne Bay	CT6 5PT	[REDACTED]
	Mr	John	Newell		CROP	18/19 Watling Street				Canterbury	CT1 2UA	[REDACTED]
		Kate	Gollop		Volcare	Beach House	Beach Street			Herne Bay	CT6 5PT	[REDACTED]
		Hazel	Brackley									[REDACTED]
		Kristina	Amos		Care Navigator							[REDACTED]
		Lorraine	Williamson		Crossroads East Kent	Beach House	Beach Street			Herne Bay	CT6 5PT	[REDACTED]
		Maria	Coates		KCC							[REDACTED]
		Marta	Skrzypiec		Stroke							[REDACTED]
	Mr	Mike	Powe		KCC							[REDACTED]
		Muriel	Braemar									[REDACTED]
		Perpetua	Egan									[REDACTED]
		Angela	Budge		Querns Community Centre	Querns Place				Canterbury	CT1 1PY	[REDACTED]
	Mr	Roger	Olive		Age Concern							[REDACTED]
		Sue	Cliffe		Age Concern, Herne Bay	61 Hampton Pier Avenue				Herne Bay		[REDACTED]
	Mrs	Bakul	CHANDOLA		EMIC	12, Wells Ave				Canterbury	CT1 1YB	[REDACTED]
	Rev	Mike	WALLING		CANDIFA	66, Mount Road				Canterbury	CT1 1YF	[REDACTED]
	Mrs	Marta	GOCEK		Polish Federation	145, Island Road				Canterbury	CT3 4DE	[REDACTED]
	Mrs	Monica	MACKINNON		EKChinese Group	11, Leycroft Close				Canterbury		[REDACTED]
	Mrs	Bandana	SRINIVASAN		EMIC	Adkinson Almshouse	Lower Chantry Lane			Canterbury	CT1 1UE	[REDACTED]
	Mr	Paul	BABRA		EMIC	47, Kemsing Gardens				Canterbury	CT2 7RF	[REDACTED]
	Mr	Selva	SELVARAJAH		CANDIFA	Road				Canterbury	CT2 9BS	[REDACTED]
	Mrs	Hueirong	WANG		EKChinese Group	5, Hawthorn Ave				Canterbury	CT2 7PR	[REDACTED]
	Mrs	Danielle	BANYAI		EMIC	c/o Canterbury College	New Dover Road			Canterbury		[REDACTED]
	Mrs	Bridie	JONES (MBE)		Kent Irish Travellers Movement	16, Sonder Road				Deal	CT14 7BW	[REDACTED]
	Mrs	Lillian	NDAWULA		New Perspective	PO Box 947				Canterbury		[REDACTED]
	Mr	Raschid	SOHAWON		Canterbury Muslim Cultural Centre.		38, Hollow Lane			Canterbury		[REDACTED]
	Mr	Chris	WELLER		EKLGST Network	The Old Blacksmiths	1, Forge Lane			Whitstable	CT5 4HR	[REDACTED]
	Mr	Peter	CRONIN-HILL		EKLGST Network	The Old Blacksmiths	1, Forge Lane			Whitstable	CT5 4HR	[REDACTED]
	Mr	David	FAGG		EKLGST Network	56, Field Avenue				Canterbury	CT1 1TR	[REDACTED]
	Mr	Terry	BARKER		EKLGST Network	23, Cowper Close		Swalecliffe		Whitstable		[REDACTED]
	Mr	Jim	LEWIS		EKLGST Network	23, Cowper Close		Swalecliffe		Whitstable		[REDACTED]
	Miss	Kellie	WILLIAMS		Porchlight	18-19 Watling Street				Canterbury		[REDACTED]
	Mr	Andrew	BRETTELL		Pride in Canterbury	PO Box 129				Whitstable	CT5 2GN	[REDACTED]
	Mr	Martin	LAMMAS		Pride in Canterbury	PO Box 129				Whitstable	CT5 2GN	[REDACTED]
	Mrs	P	Shepard		Pier Pavilion Indoor Bowling Club	30 Bishopstone Drive				Herne Bay	CT6 6RE	[REDACTED]
	Mr	Tim	Clark		Whitstable Congregation of Jehovah's W	31 The Grange	Seasalter			Whitstable	CT5 4SR	[REDACTED]
	Profes	Clive	Church		Hilltop Community	Rufflands	72A New House Lane			Canterbury	CT4 7BJ	[REDACTED]
		Brenda	Tumber		Rough Comon W.I.	12 Lovell Road	Rough Common			Canterbury	CT2 9DG	[REDACTED]
		Tricia	Heath		Rough Comon W.I.							[REDACTED]
	Comm	Frank	Oliver		Hampton Pier Yacht Club	Spa Esplanade				Herne Bay	CT6 8EP	[REDACTED]
	Mr	Tim	Clark		Canterbury Congregation of Jehovah's W	34 Atheistan Road				Folkestone	CT19 6EU	[REDACTED]
	Mr	Martin	Goard		Northgate Ward Development Group	Northgate Ward	Community centre	Military Road		Canterbury	CT1 1YX	[REDACTED]
	Mr	P	Sudell		Wincheap Allotments Association	8 Guildford Road				Canterbury	CT1 3QD	[REDACTED]
	Ms	Gill	Bryant		Porchlight	2nd Floor Watling Cham	18 - 19 Watling Street			Canterbury	CT1 2UA	[REDACTED]
	Mr	Mike	Barrett		Porchlight	2nd Floor Watling Cham	18 - 19 Watling Street			Canterbury	CT1 2UA	[REDACTED]
	Ms	E	Shirley		PACE	C/O Netherby	Meadow Close	Bridge		Canterbury	CT4 5AT	[REDACTED]

Section 1: Introduction

Section 2: Methodology

Section 3: Results

Section 4: Discussion

Section 5: Conclusion

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Section 31: Addenda

Section 32: Corrections

Section 33: Errata

Yes/No	Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
Yes	Dr	Jonathan	Sexton	Consultant in Public Health - Assistant Director - Canterbury & Swale	Eastern & Coastal Kent PCT	Brook House	John Wilson Business Park		Chestfield	Whitstable	CT5 3QT	
	Mr	Colin	Thompson		Eastern & Coastal Kent NHS							[REDACTED]
	Dr	Mark	Jones		Bridge Health Centre	Patixbourne Road			Bridge	Canterbury	CT4 5BL	[REDACTED]
	Dr	Simon	Perks									[REDACTED]
	Mr	Mark	Lemon	Head of Policy for the Kent Public Health Department.								[REDACTED]
Yes		Abi	Mogridge	Head of Health and Wellbeing	Kent Community Health Trust							[REDACTED]
Yes	Mr	Roger	Kendall		Canterbury & District Community Alliance							[REDACTED]
Yes	Dr	Alyson	Bowhay	Senior Partner	University Medical Practice							[REDACTED]
Yes		Jenny	Bostock	Nurse Practitioner								[REDACTED]

Facilitator: Suzi Wakeham

REMINDER SENT: 30 MAY

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Yes/No		Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
Yes			Tim	Le Lean	Chair of Canterbury4Culture	Year One Consulting	Canterbury Innovation Centre	University Road			Canterbury	CT2 7FG	[REDACTED]
		Mr	Neil	West		Active Life	Head Office	Amphenol Complex		Thanet Way	Whitstable	CT5 3JF	[REDACTED]
Yes		Mr	Gus	Oates	Chairman	Polo Farm							[REDACTED]
		Mr	Graham	Holmes	Director of Sport	UKC							[REDACTED]
Yes		Mr	Andy	Balsdon	Director of Sport	Christ Church							[REDACTED]
			Mandy	Troughton	Artist and founding member of Beach Creative.								[REDACTED]
			Mandy	Broughton	Chair of CT6 and founding member of Beach Creative								[REDACTED]
			Gill	Wilson		University for the Creative Arts and member of Beach Creative							[REDACTED]
			Uwe	Dersken	Head of Knowledge Transfer	University for the Creative Arts							[REDACTED]
			Kate	Matthews	Chair	Red Dog Studios							[REDACTED]

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Facilitator: Dave Ford

1. The first part of the document
describes the general situation
of the company and its
activities. It also mentions
the main objectives of the
project and the role of the
participants.

2. The second part of the document
describes the methodology used
for the study. It includes
information about the data
collection methods and the
analysis techniques.

3.
4.

5. The third part of the document
presents the results of the
study. It includes a detailed
description of the findings and
a discussion of their implications.
The document also includes
conclusions and recommendations
for future research.



Yes/No		Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
Yes		Mrs	Sue	Pellegrino		DAP/Access Collaboration Ltd							[REDACTED]
Yes		Mr	Craig	Potter		DAP							[REDACTED]
						DAP							[REDACTED]
						DAP							[REDACTED]
Yes	Disabled parking	Mr	Kevin	Bloxham		DAP/Skanska							[REDACTED]
						CantAbility							[REDACTED]
						CantAbility							[REDACTED]
						CantAbility							[REDACTED]
			Carrie	Wood		SNAAP							[REDACTED]
						SNAAP							[REDACTED]
Yes		Mr	Jonathan	Ward		Kent Association for the Blind							[REDACTED]
Yes			Amanda	Bodemeaid		Kent Association for the Blind							[REDACTED]

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Facilitator: Paul Swan

		Mr	Justin	Ryan		DAP/South Eastern Railways							[REDACTED]
		Mr	Craig	Potter		DAP							[REDACTED]
		Mr	Jon	Lambert		DAP/Hi Kent							[REDACTED]
		Mr	Jonathan	Ward		DAP/KAB							[REDACTED]
		Ms	Julia	Gilbard		DAP							[REDACTED]
	Disabled parking	Mr	Peter	Zein			4 Orchard Court	Ash Close		Herne	Herne Bay	CT6 7NT	[REDACTED]

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Yes/No		Title	First Name	Last Name	Job Title	Organisation	Address	Address	Address	Address	Address	Post Code	Email
			Denise	Everett	Deputy Vice Chancellor (Finance & Commercial Services)	UKC	The Registry					Canterbury CT2 7NR	[REDACTED]
		Miss	Samantha	Kennedy		Kent Union	Kent Union	Mandela Building	University Of Kent			Canterbury CT2 7NW	[REDACTED]
No			Alison	Osborne		KCC Education							[REDACTED]
Yes			Jane	Wiles									[REDACTED]
Yes			Carol	Barron		UKC							[REDACTED]
			Alison	Clark		Canterbury College							[REDACTED]
No		Mr	Robin	Baker	Principal	Christ Church University							[REDACTED]
Yes		Mr	Andrew	Ironside		CCCU							[REDACTED]
		Ms	Linda	Keen	Gau Canterbury	Gau University	9 St Georges Place					Canterbury CT1 1UT	[REDACTED]
Yes		Professor	Keith	Mander		UKC							[REDACTED]
			Pat	Plested	Students' Union	University for the Creative Arts	New Dover Road					Canterbury	[REDACTED]
		Mr	Tony	Payne	Students Union	Canterbury College	New Dover Road					Canterbury	[REDACTED]
		Mr	Tom	Ritchie	Students Union	UKC							[REDACTED]
			Silvia	Rasca	Students Union	Christ Church University							[REDACTED]
Yes			Claire	Owen	Principal	Herne Bay High School							[REDACTED]
Yes			Sonia	Fitzpatrick	Team Leader	Spires Academy							[REDACTED]
Yes		Mr	David	LeBreton	Chair of Governors	Wickhambreaux Primary School							[REDACTED]

1. Introduction

2. Methodology

3. Results

4. Discussion



2012 Conference



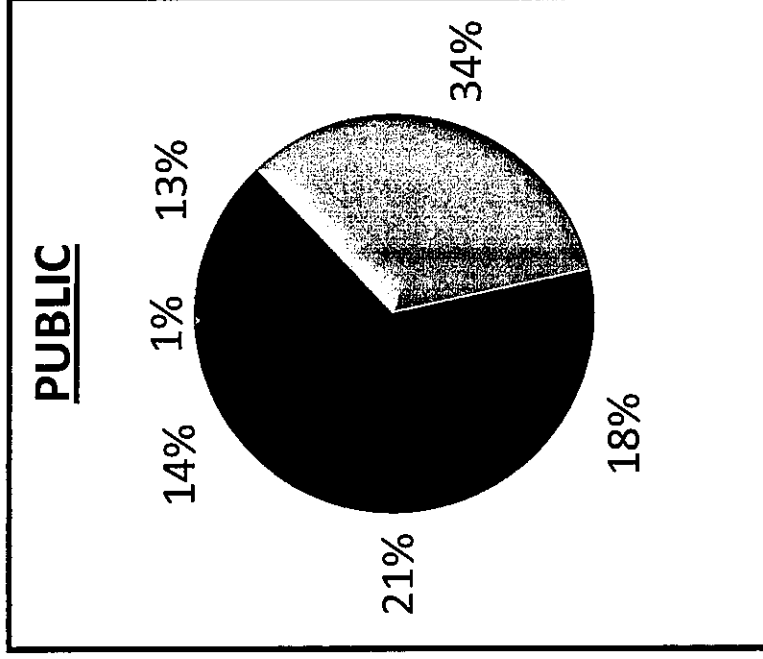
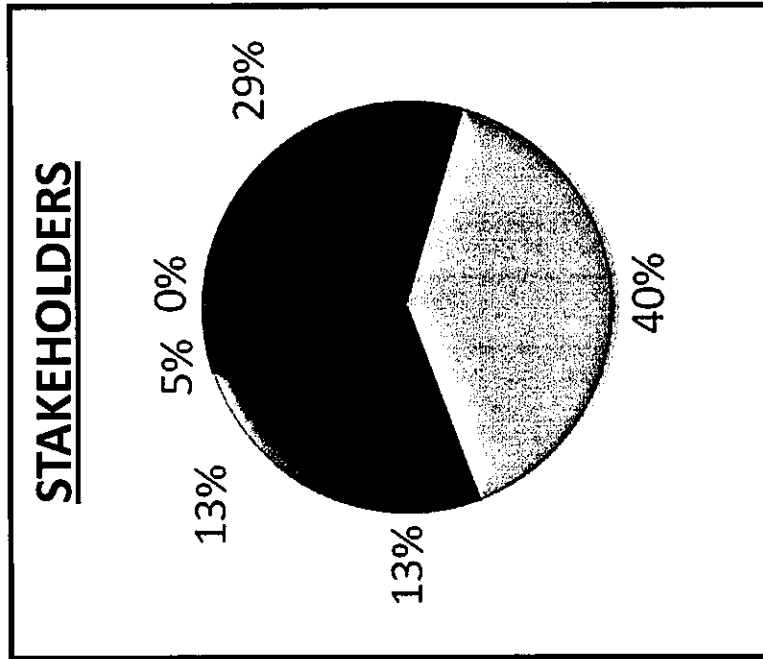
Attitudes to development

(interactive voting session)

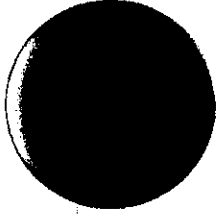
Ben Marshall

Ipsos MORI

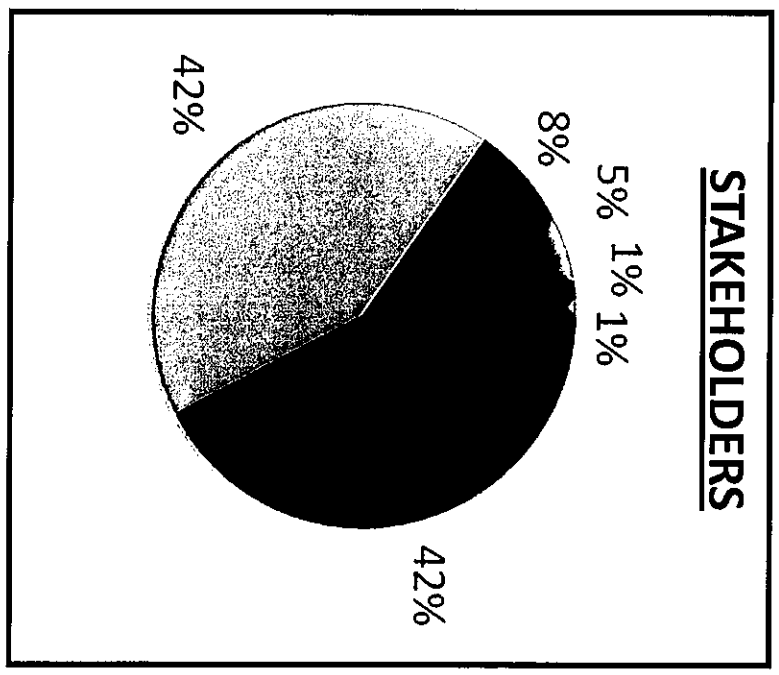
(Q8a) In principle, do you support or oppose the building of new homes in the future in your local area?



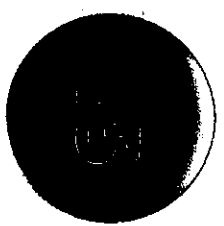
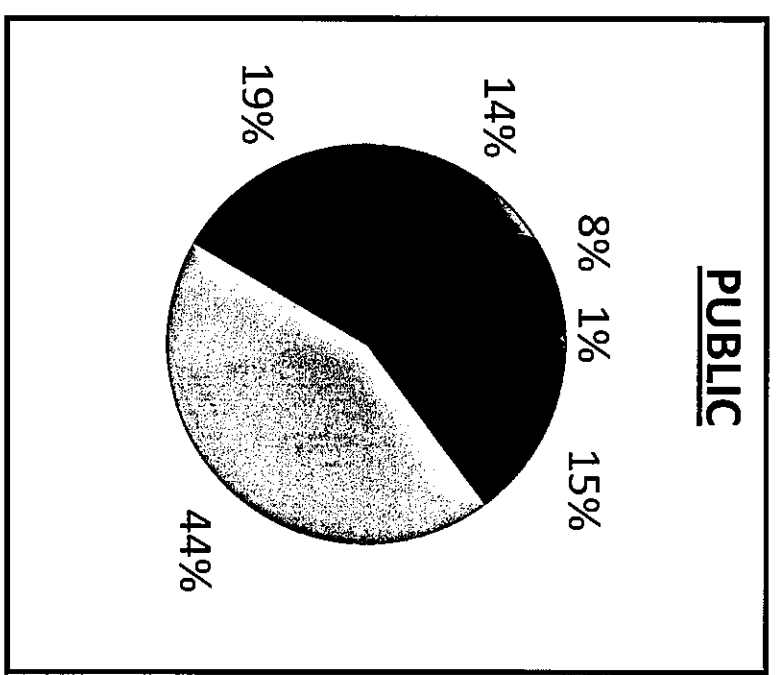
- Strongly support
- ▒ Tend to support
- Neither support nor oppose
- ▒ Tend to oppose
- Strongly oppose
- ▒ Don't know



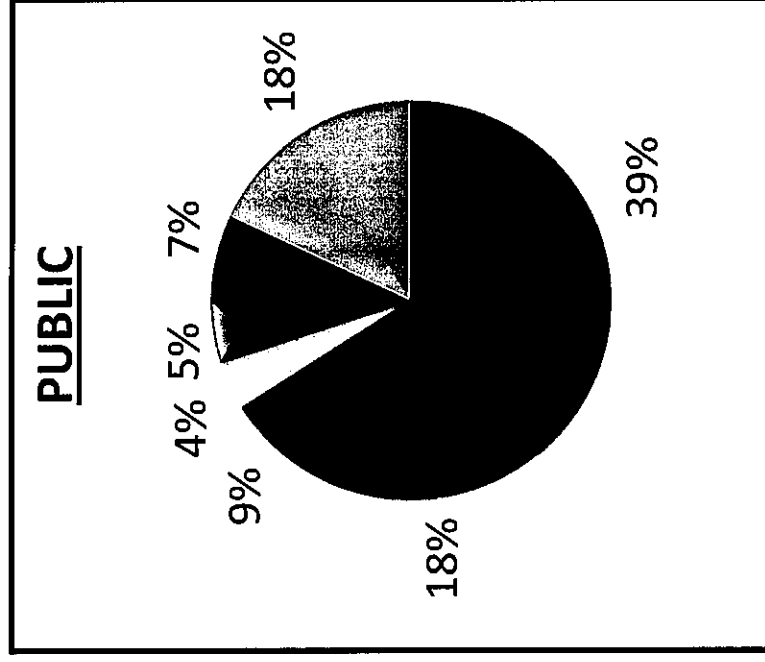
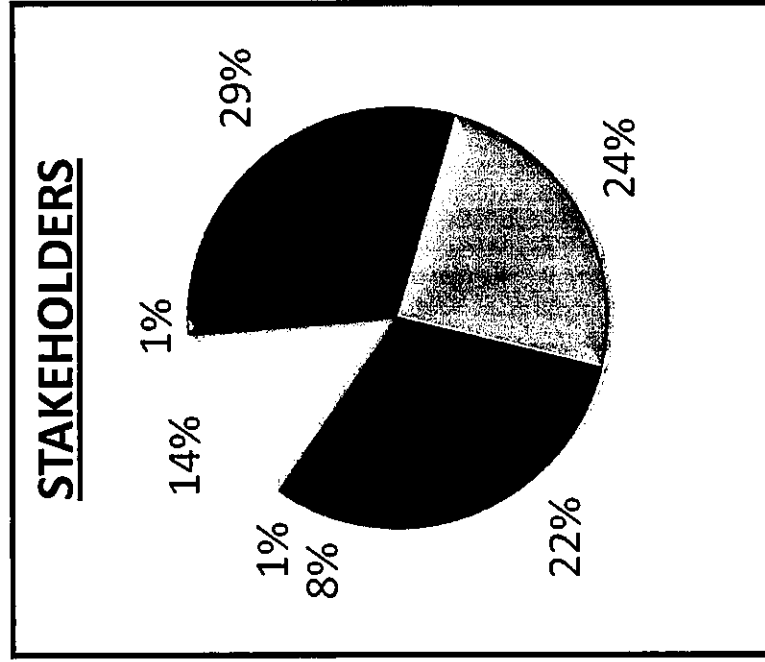
(Q8b) In principle, do you support or oppose the building of new homes in the future in the Canterbury district?



- Strongly support
- ▨ Tend to support
- Neither support nor oppose
- ▨ Tend to oppose
- Strongly oppose
- ▨ Don't know

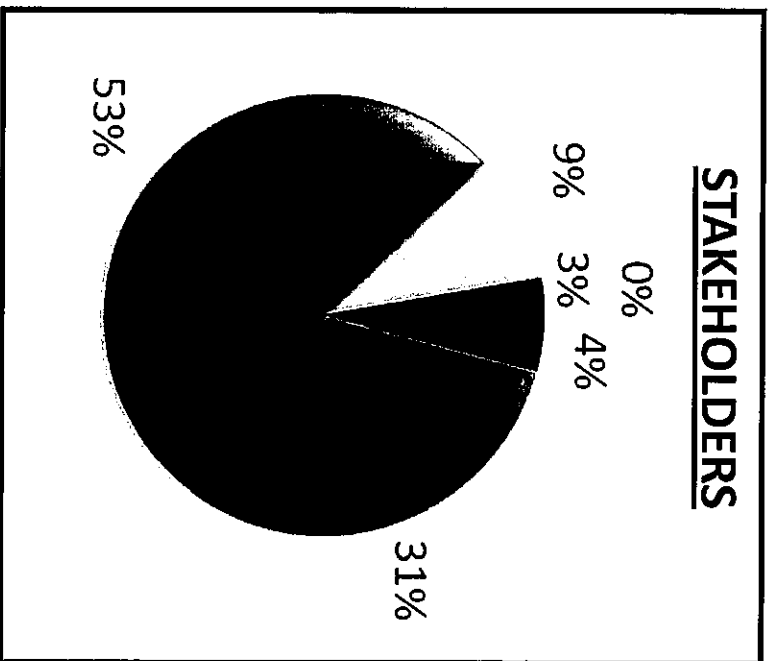
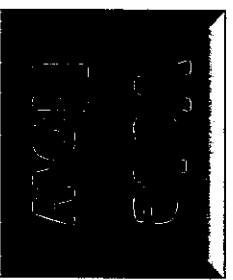


(Q11) Which, if any, of these best describes your view about how much house building the Council should allow?

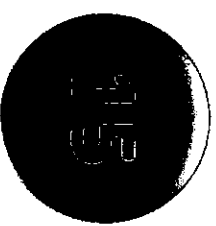
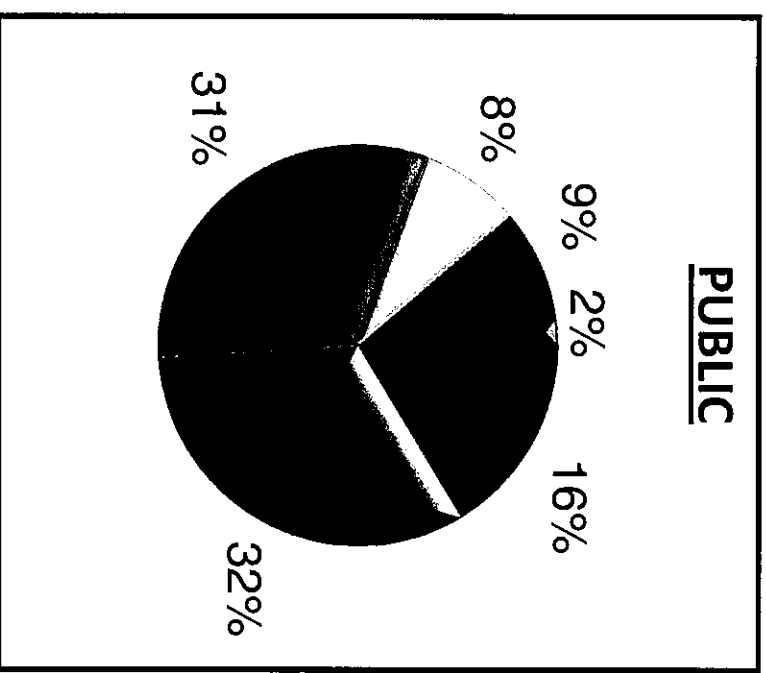


- A lot more than in the past
- A little more than in the past
- About the same as in the past
- A little less than in the past
- A lot less than in the past
- It depends
- None of these / Don't know

(Q12) Which of these options, if any, do you think the Council should choose?

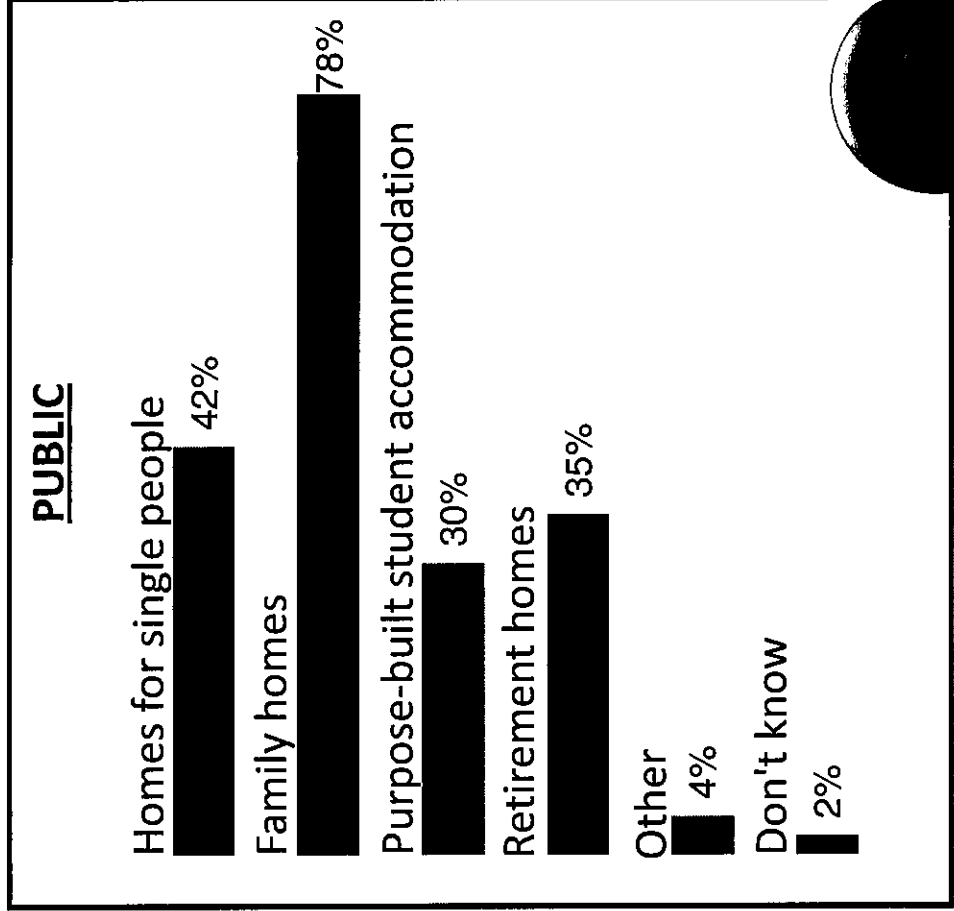
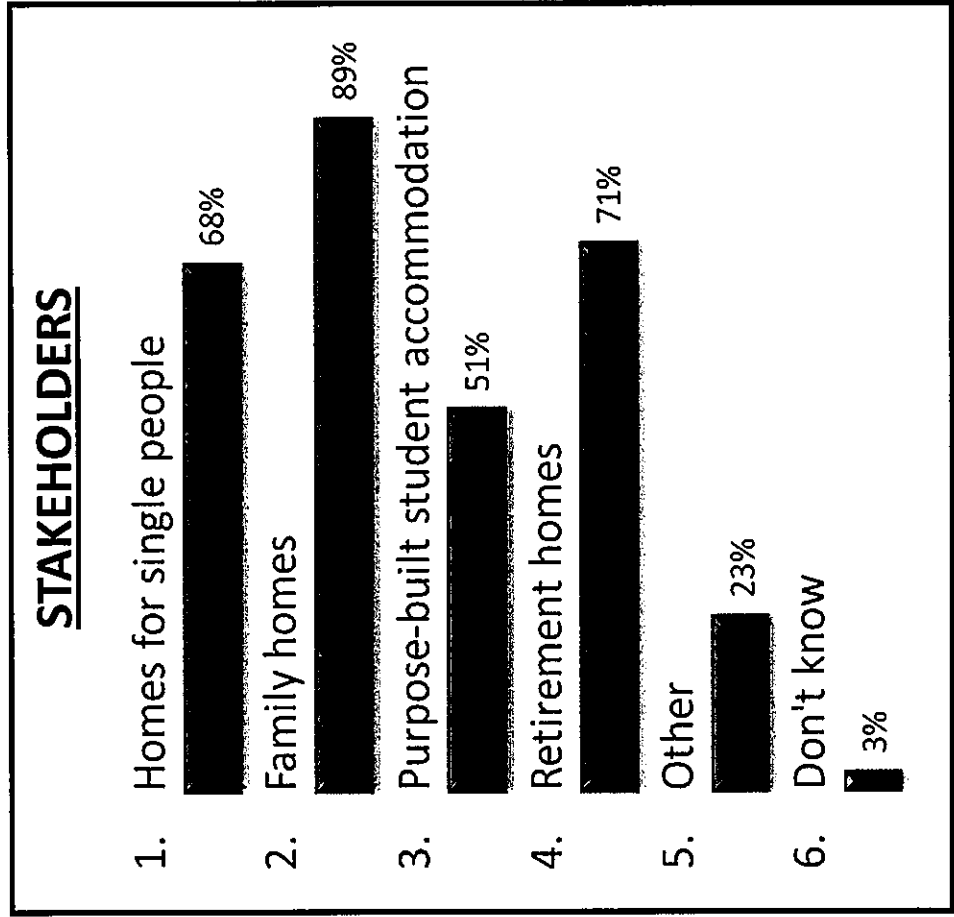


- Option A: 150 new homes**
- Option B: 550 new homes**
- Option C: 760 new homes**
- Option D: 1,140 new homes**
- None of these options**
- Don't know**

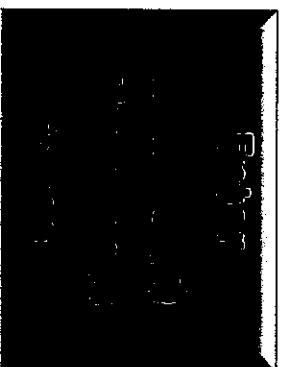


(Q15) Which, if any, of these types of home do you think should be built in the district of Canterbury?

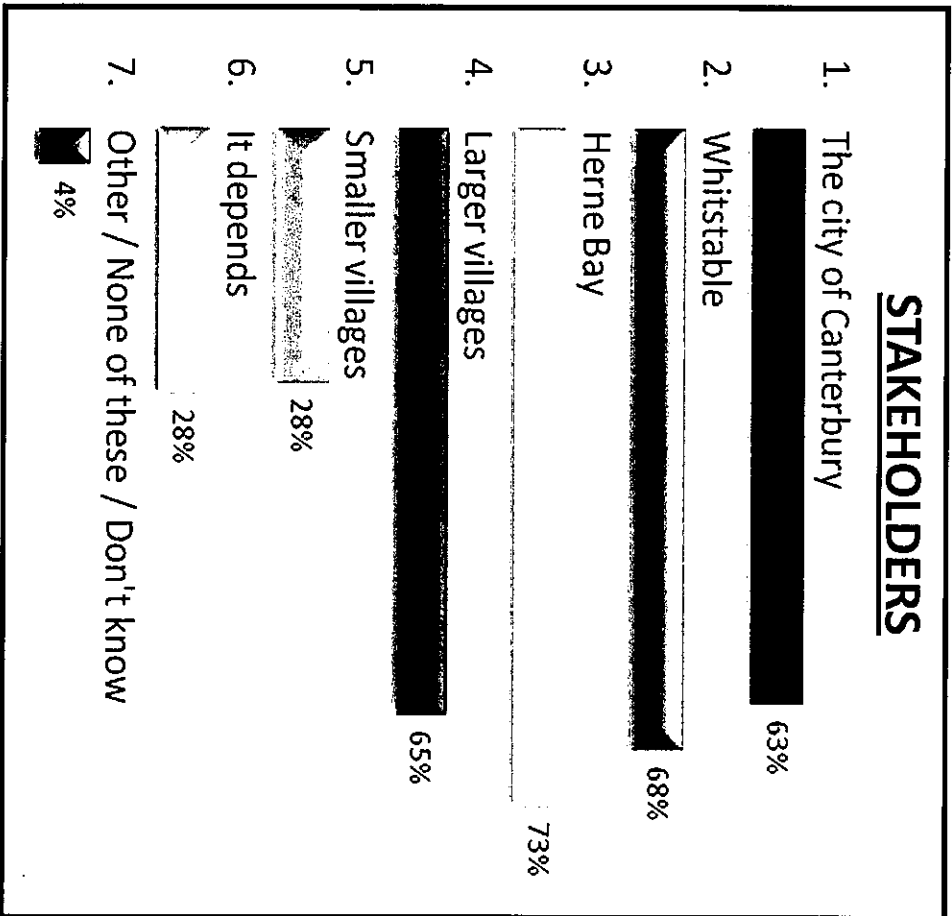
(you can pick as many or as few as you like)



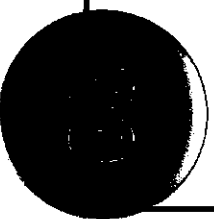
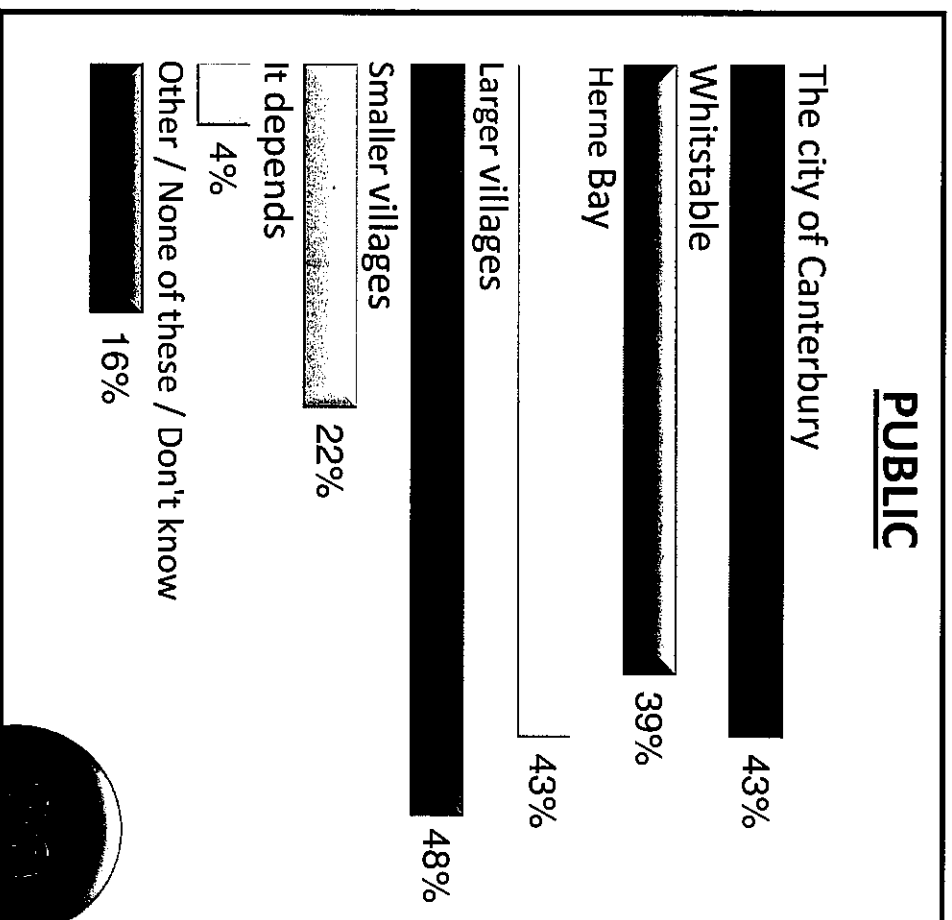
(Q16) Where do you think homes should be built within the district of Canterbury?
(You can pick as many or as few as you like)



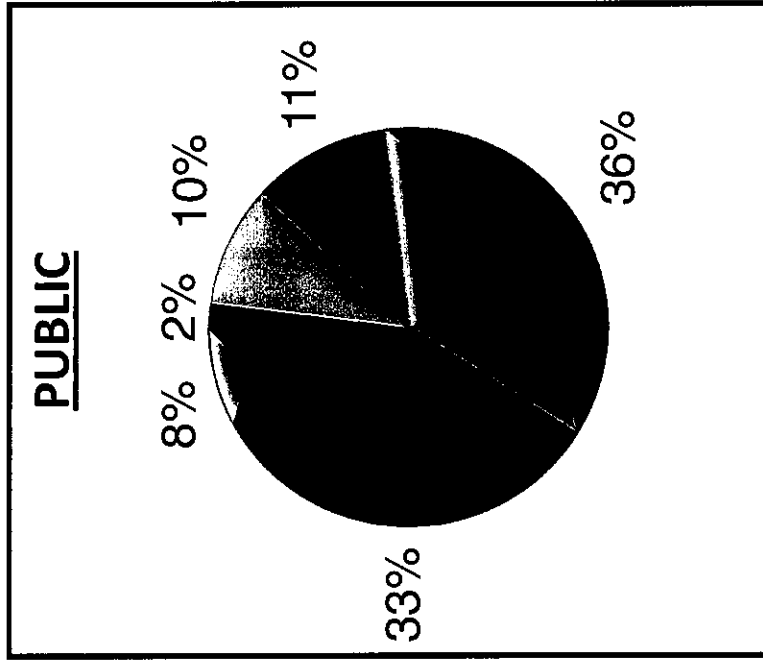
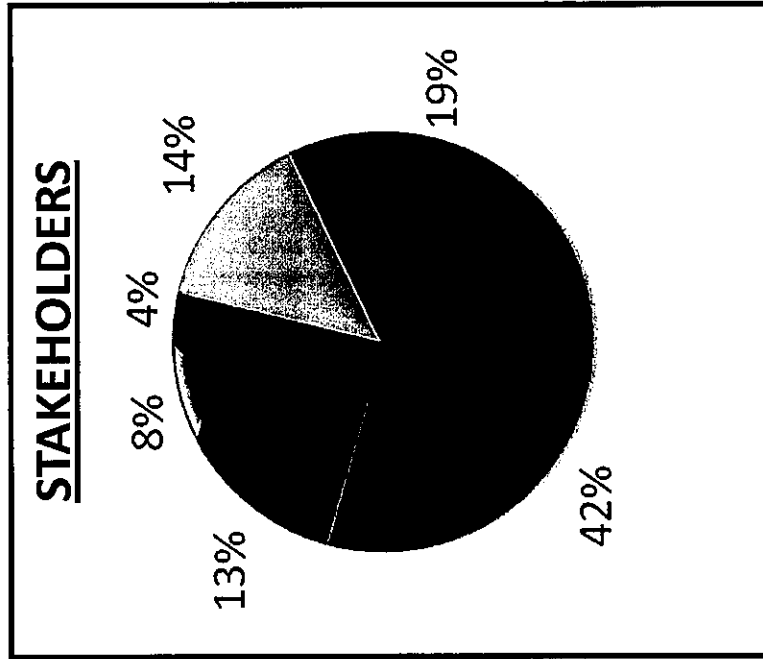
STAKEHOLDERS



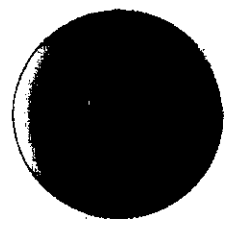
PUBLIC



**(Q17a) To what extent do you agree or disagree...
There are plenty of employment opportunities in
this area for the current population?**

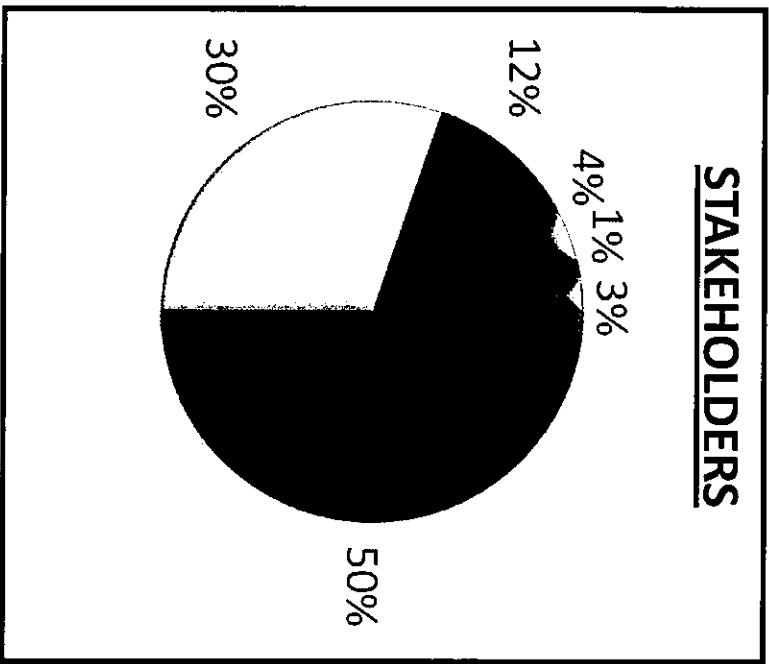








- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

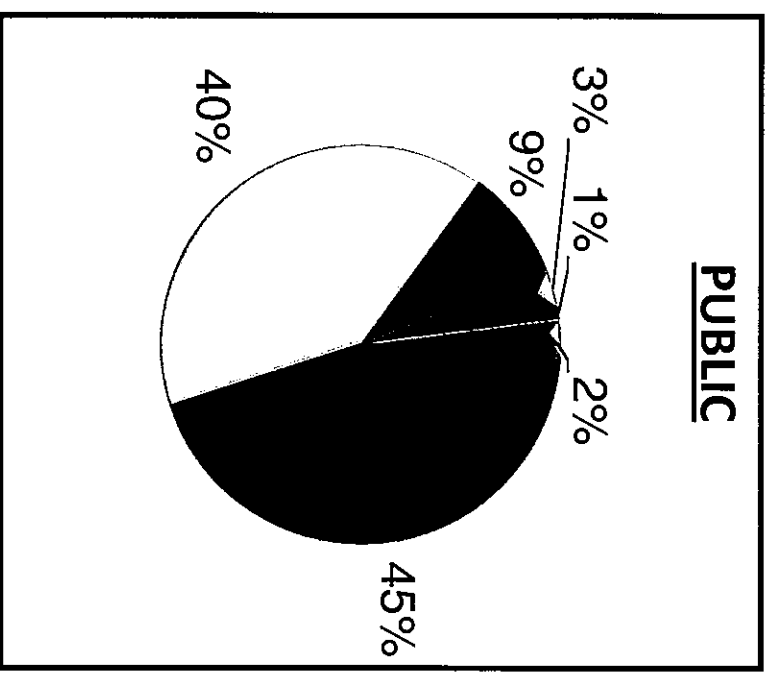


**Vote
Now**

**(Q17c) To what extent do you agree or disagree...
We should do more to help
businesses to set up here**



-  Strongly agree
-  Tend to agree
-  Neither agree nor disagree
-  Tend to disagree
-  Strongly disagree
-  Don't know





Canterbury Partnership
Local Development Plan Workshop

Friday 4 May, 10.30 am
Conference Room,
Westgate Hall, Canterbury

10.30 a.m.	Arrival (tea/coffee)
10.45 a.m.	Welcome and Context to the day (Colin Carmichael)
11.15 a.m.	Future Development Requirements – Presentation from Adrian Verrall (Canterbury City Council)
11.45 a.m.	Attitudes to development
12.00 p.m.	Lunch
12.20 p.m.	Public Opinion on future development in the Canterbury District (Lorna Ford, Canterbury City Council)
12.50 p.m.	Workshop – How much development, and where should it go?
1.20 p.m.	Engagement Plan for the Local Plan (including the partnership event on in June)
13.35 p.m.	Next Steps (Colin Carmichael)
2.00 p.m.	Close

1



DRAFT – Engagement Strategy for the local development plan

- Aims:**
1. To communicate the requirements, process and evidence base for the local development plan
 2. To involve a broad range of stakeholders in considering the options available to the council and gauge views

Outcome To gain understanding and buy-in to inform /prepare the ground for the formal consultation process that will begin in November

Methodology

What	Who	When	How
Stakeholder event	Key stakeholders (similar to Corporate Plan event) <ul style="list-style-type: none"> • Statutory consultees • Key partnerships (including business and community and voluntary sectors) • Equalities Network • Students/ education • Residents Associations/parish councils 	Monday 18 June (Augustine House) TBC	Very similar format to Member seminar
Young people (11-18) (needs discussion with Community Development)	Say What/through schools	June	Online/small group discussion
Online Background documents available Online discussion/social media BUT no questionnaire as this could undermine the MORI research	All residents/stakeholders	May-June	Online



18/06/2012 Attendees

Environment

Title	First Name	Last Name	Organisation
Mr	John	Elliott	Local Environment Partnership
Mr	Nigel	Jennings	Natural England
Miss	Ghada	Mitri	Environment Agency
Mr	Brian	Lloyd	CPRE Kent
Ms	Linda	Mason	Crime prevention officer
Mr	Paul	Bennett	Archaeological Trust
Brigadier	John	Meardon	Cathedral
Mr	Roger	Seijo	Whitstable Improvement Trust
Mr	Geoff	Meaden	Green Party

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Richard Griffiths

Transport

Title	First Name	Last Name	Organisation
Mr	Jeremy	Cooper	Stagecoach in East Kent
Ms	Nina	Peak	South East Trains
Mr	Mark	Ellerby	Network Rail
Mr	Kevin	Bown	Highways Agency
Mr	Nick	Betts	c/o Nasons of Canterbury
Mr	S	Fawke	SPOKES
Mrs	Ruth	Goudie	KCC Highways
Mr	Ian	Wild	Ramblers Association
Mr	Johnathan	Watts	Lenleys

8

Richard Moore

Parish Councils

Title	First Name	Last Name	Job Title
Mr	Ray	Evison	Hackington PC
Mr	Jazz	Rana	Sturry PC
Mrs	Janet	Larkinson	Harbledown PC
Mr	Mike	Gallagher	Littlebourne PC
Mr	Terry	Wilmshurst	Bridge PC
Mr	Robert	Palmer	Petham PC
Dr	Andrea	Nicholson	Bekesbourne with Patrixbourne PC
Mrs	Monica	Blyth	Herne & Broomfield PC

8

Ian Brown

Res Associations

Title	First Name	Last Name	Organisation
Professor	Jan	Pahl	Canterbury Society
Professor	Clive	Church	Hilltop Community
Mr	William	Burnett	South Canterbury Residents Association
Mr	Graham	Cox	Whitstable Society
Mr	Dick	Eburne	H/Bay & District Residents Assoc.
Mr	Michael	Rundell	Wincheap Society
Mr	Colin	Graham	Barton Residents Association
Mrs	Sue	Langdown	St Stephens Residents Association
Mr	Alan	Thomas	Market Way Area Residents Association

9

Lorna Ford

Housing delivery

Title	First Name	Last Name	Organisation
Mr	Peter	Court	Home Builders Federation
Mr	David	Banfield	Barrett Developments
Mrs	Kathy	Putnam	Ward Homes
Mrs	Dawn	Healy	Hyde Housing
Mr	Steve	Nunn	Moat Housing
Mrs	Sally	Richards	Orbit
Mr	Adrian	Heys	TCHG
Mr	Chris	Moore	Homes & Communities Agency

8

Dan Hamlin

Statutory

Title	First Name	Last Name	Organisation
Mrs	Madeline	Homer	Thanet District Council
Mrs	Barbara	Cooper	KCC
Mr	Sean	Bone-Knell	Kent Fire and Rescue
Mr	Richard	Alderton	Ashford Borough Council
Mr	Mike	Ebbs	Dover District Council
Mr	Chris	Lewis	Shepway District Council
Mr	Pete	Raine	Swale Borough Council
Mr	Simon	Thomas	Thanet District Council

8

Adrian Verrall

Business

Title	First Name	Last Name	Organisation
Mr	John	Beattie	Amberley Associates of East Kent
Mr	Paul	Barrett	Barretts of Canterbury Ltd
Mr	Bob	Jones	Canterbury City Partnership

Mr	Clive	Relf	Reeves
Mr	Alex	Ridings	Think Agency Ltd
Mr	Peter	Scutt	Whitefriars Management Centre
Mr	Tim	Le Lean	Year One Consulting
Mr	Andy	Davies	Kent Invicta Chamber of Commerce
Mr	Peter	Goodwin	Herne Bay Town Partners
Mr	Mark	Woollard	Whitstable Chamber of commerce

10

Dawn Hudd

Community

Title	First Name	Last Name	Organisation
Mrs	Sari	Sirkia Weaver	Homestart Canterbury and Coastal
Mr	Alex	Krutnik	Canterbury District Community Alliance
Mr	Mike	Walling	EMIC
Mrs	Lillian	Ndawula	EMIC
Prof	Rick	Norman	CANDIFA
Ms	Rhoda	Stankovick	Agewise
Mr	Brian	Russ	Pensioners Forum
Ms	Angie	BOOTE	EKLGBT Network

8

Marie Royle

Health

Title	First Name	Last Name	Organisation
Dr	Jonathan	Sexton	Eastern & Coastal Kent PCT
Mrs	Abi	Mogridge	Kent Community Health Trust
Mr	Roger	Kendall	Canterbury & District Community Alliance
Dr	Alyson	Bowhay	University Medical Practice
Ms	Jenny	Bostock	Eastern & Coastal Kent NHS
Mr	Gus	Oates	Polo Farm
Mr	Andy	Balsdon	Christ Church

7

Suzi Wakeham

Accessibility

Title	First Name	Last Name	Organisation
Mrs	Sue	Pellegrino	DAP/Access Collaboration Ltd
Mr	Craig	Potter	DAP
Mr	Kevin	Bloxham	DAP/Skanska
Mr	Jonathan	Ward	Kent Association for the Blind
Ms	Amanda	Bodemeaid	Kent Association for the Blind
Mrs	Cate	Jackson	CantAbility
Mrs	Di	Lovecchio	CantAbility

Ms	Laura	Drew	
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8

Paul Swan



Education

Title	First Name	Last Name	Organisation
Ms	Jane	Wiles	KCC Education
Mrs	Carol	Barron	UKC
Mr	Andrew	Ironside	CCCU
Professor	Keith	Mander	UKC
Mrs	Claire	Owen	Herne Bay High School
Mrs	Sonia	Fitzpatrick	Spires Academy
Mr	David	LeBreton	Wickhambreaux Primary School

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Velia Coffey



2013

notes

(Contact) Title	(Contact) Forename	(Contact) Surname	Company Registered Name	Address One Line	Town	Postcode
Mr	Graham	Cox	Abbeyfield Whitstable Society	204 Tankerton Road, Whitstable	Whitstable	CT5 2AS
Mr	Declan	Kelly	ABode Canterbury	High Street, Canterbury, Kent	Canterbury	CT1 2BX
Ms	Sue	Pellegrino	Access Collaboration Ltd	44 King Street, Canterbury, Kent	Canterbury	CT1 2AJ
Mr	Neil	West	Active Life LTD	Amphenol Complex, Whitstable, Kent	Whitstable	CT15 3JF
Mr	Anne	Belworthy	AGEWISE	Canterbury City Council, Military Road, CANTERBURY	CANTERBURY	CT1 1YW
Mr	John	Beattie	Amberley Associates of East Kent	34 Orient Place, St Dunstan's Gate, Canterbury, Kent	Canterbury	CT2 8AW
Mr	R	Alderton	Ashford Borough Council	Civic Centre, Tannery Lane, Ashford, Kent	Ashford	TN23 1PL
Mr	John	Burnett	Ashford Borough Council	Civic Centre, Tannery Lane, Ashford, Kent	Ashford	TN23 1PL
Mr	David	Banfield	Barrett Developments			
Mr	Paul	Barrett	Barretts of Canterbury Ltd	28-30 St Peters Street, Canterbury, Kent	Canterbury	CT1 2BL
Mr	Colin	Graham	Barton Residents Association	26 Pilgrims Way, Canterbury, Kent	Canterbury	
Mr	Mandy	Broughton	Beach Creative CIC	Parish Council Office, 4 School Lane, Blean, Canterbury, Kent	Canterbury	CT2 9JA
Mr	Barbara	Flack	Blean Parish Council			
Mr	Kevin	Bloxham				
Mrs	Lillian	Ndjavula	Canterbury & District Ethnic Minority Independent Council (EMIC)			
Mr	Mike	Walling	Canterbury & District Ethnic Minority Independent Council (EMIC)			
Dr	Alyson	Bowhay	Canterbury and Coastal Commissioning Consortium			
Mr	Richard (Rick)	Norman	Canterbury and District Interfaith Alliance			
Mr	Brian	Russ	Canterbury and District Pensioners Forum	14 Essex Avenue, Studd Hill, Herne Bay, Kent	Herne Bay	CT6 8AA
Dr	Robin	Baker	Canterbury Christ Church University	North Holmes Road, Canterbury, Kent	Canterbury	CT1 1QU
Mr	Andrew	Ironsidge	Canterbury Christ Church University	North Holmes Road, Canterbury, Kent	Canterbury	CT1 1QU
Ms	Silvia	Rasca	Canterbury Christ Church University	North Holmes Road, Canterbury, Kent	Canterbury	CT1 1QU
Mr	Bob	Jones	Canterbury City Partnership	Whitefriars Management Suite, 14 Gravel Walk, Canterbury	Canterbury	CT1 2TF
Mr	Alison	Clarke	Canterbury College	New Dover Road, Canterbury, Kent	Canterbury	CT1 3AJ
Mr	Tony	Payne	Canterbury College	New Dover Road, Canterbury, Kent	Canterbury	CT1 3AJ
Mr	Roger	Kendall	Canterbury District Community Alliance	C/O Canterbury Volunteer Centre, Tower House, Simmonds Road, CANTERBURY	CANTERBURY	CT1 3RA
Mr	Alex	Krutnik	Canterbury District Community Alliance	C/O Canterbury Volunteer Centre, Tower House, Simmonds Road, CANTERBURY	CANTERBURY	CT1 3RA
Chief Sup.	Mark	Noottage	Canterbury Police Constabulary	Police Station, Nackington Road, Canterbury, Kent	Canterbury	CT4 7AZ
Mr	Jan	Pahl	Canterbury Society	14 Dane John Gardens, 14 Dane John Gardens, CANTERBURY, Kent	CANTERBURY	CT1 2QU
Mr	Andy	Balsdon	Christ Church Sports Centre	Christ Church Sports Centre, Pilgrims Way, Canterbury, Kent	Canterbury	CT1 1XS
Mr	Willie	Cooper	Christ Church Sports Centre	49 Barton Mill Road, Canterbury, Kent	Canterbury	CT1 1BP
Mr	Mark	Isom	D Isom Printers Ltd	37 Stanley Road, Herne Bay, Kent	Herne Bay	CT6 5SJ
Mr	Nadeem	Aziz	Dover District Council	Dover District Council, White Cliffs Business Park, Honeywood Road, Dover, Kent	Dover	CT16 3PG
Mr	Mike	Ebbs	Dover District Council	Dover District Council, White Cliffs Business Park, Honeywood Road, Dover, Kent	Dover	CT16 3PG
Ms	Angie	Boote	East Kent LGBT Network	Police Station due to change!, Gordon Road, HERNE BAY	HERNE BAY	CT6 5QT
Mr	Colin	Thompson	East Kent NHS			
Mr	Alison	Thompson	English Rural Housing			
Mr	Adam	Bateman	Fenwicks	St Georges Street, Canterbury, Kent	Canterbury	CT1 2TB
Mr	Peter	Hawkes	Furley Page Solicitors	39 St Margaret's Street, Canterbury, Kent	Canterbury	CT1 2TX
Dr	Linda	Keen	GAU - American University	9 St. Georges Place, CANTERBURY, Kent	CANTERBURY	CT1 1UT
Mr	Ray	Evison	Hackington Parish Council	54 Douglas Road, Tyler Hill, 54 Douglas Road, HERNE BAY, Kent	HERNE BAY	CT6 6AF
Mr	Dick	Eburne	Herne Bay and District Residents Association	22 Western Esplanade, Herne Bay	Herne Bay	CT6 8RW
Dr	Claire	Owen	Herne Bay High School	Bullcockstone Road, Herne Bay, Kent	Herne Bay	CT6 7NS
Mr	Joanna	Verrico	Herne Bay Town Partners	Herne Bay Divisional Office, William Street, Herne Bay, Canterbury, Kent	Canterbury	CT6 5NR
Mr	Kevin	Bown	Highways Agency	Regional Office, Federated House, London Road London Road, Dorling	Dorling	RH4 1SZ
Mr	Howard	Moore	Highways Agency	Regional Office, Federated House, London Road London Road, Dorling	Dorling	RH4 1SZ
Mr	Simon	Hewson	Hilltop Community	2 New House Lane, Thanington Without, Canterbury	Canterbury	CT4 7BG
Ms	Naisha	Polina	Homes and Communities Agency	Homes and Communities Agency, Second Floor, The Observatory, Brunel, Chatham Maritime	Chatham Maritime	ME4 4SU
Ms	Sarika	Sirika-Weaver	Homestart (Canterbury and Coastal)	Chaucer Technology School, Block G, Spring Lane, CANTERBURY	CANTERBURY	CT1 1SU
Mr	Rob	Suckling	HSBC - Canterbury	9 Rose Lane, Canterbury, Kent	Canterbury	CT1 2JP
Dr	Mark	Jones	KCC Highways	Bridge Health Centre, Patribourne Road, Bridge, Canterbury, Kent	Canterbury	CT4 5BL
Mr	Ruth	Goudie	KCC Highways	Beer Cart Lane, CANTERBURY	CANTERBURY	
Ms	Amanda	Bodemeald	Kent Association for the Blind	51 London Road, Canterbury	Canterbury	CT2 8LF
Mr	Jonathan	Ward	Kent Association for the Blind	51 London Road, Canterbury	Canterbury	CT2 8LF
Ms	Abi	Mogridge	Kent Community Health NHS Trust	The Oast, Unit D, Hermitage Court, Hermitage Lane, Barming, Maidstone, Kent	Maidstone	ME16 9NT
Ms	Alison	Osborne	Kent County Council	Invicta House, County Hall, Maidstone, Kent	Maidstone	ME14 1XX
Mr	Mike	Powe	Kent County Council - Social Services	Brenchley House, Week Street, Maidstone, Kent	Maidstone	ME14 1RF
Mr	Sean	Bone-Knell	Kent Fire and Rescue Service	Canterbury Fire Safety Office, Upper Bridge Street, The Godlands, Tovil, Canterbury, Kent	Canterbury	CT1 2NH
Mr	Steve	Griffiths	Kent Fire and Rescue Service	Canterbury Fire Safety Office, Upper Bridge Street, The Godlands, Tovil, Canterbury, Kent	Canterbury	CT1 2NH
Mrs	Carole	Barron	Kent Innovation & Enterprise	University of Kent, Rothford, Giles Lane, Canterbury, Kent	Canterbury	CT2 7LR
Miss	Samantha	Kennedy	Kent Union	Mandela Building, The University of Canterbury, Canterbury, Kent	Canterbury	CT2 7NW
Mr	Tom	Ritchie	Kent Union	Mandela Building, The University of Canterbury, Canterbury, Kent	Canterbury	CT2 7NW
Mr	Jonathan	Watts	Lenleys	25-34 Roper Road, Canterbury, Kent	Canterbury	CT2 7EL
Mr	Rita	Marin	Margaret Court Tenants Association	7 Orchard Road, HERNE BAY	HERNE BAY	
Mr	Kate	Matthews	Margaret Court Tenants Association	Red Dog Studios, Studio A, Pound Lane Car Park, Canterbury, Kent	Canterbury	
Mr	Steve	Nunn	Moat Housing			
Mr	Mark	Ellerby	Network Rail	Suite 1, Floor 2, Waterloo General Offices, Waterloo Station, London	London	SE1 8SW
Mr	Sally	Richards	Orbit South Housing Association	Second Floor, Horizon House, Eclipse Park, Sittingbourne Road, Maidstone, Kent	Maidstone	ME14 3EN
Mr	Gus	Dates	Polo Farm Sports Club	Littlebourne Road, Canterbury	Canterbury	CT3 4AF
Mr	Ian	Wild	Ramblers Association	97 South Street, Whitstable, Kent	Whitstable	CT5 3EL
Mr	Clive	Reif	Reeves	Lawsons, Out Elmstead, Barham, CANTERBURY	CANTERBURY	
Mr	Mr	Alistair Stewart	Shepway District Council	37 St Margaret's Street, Canterbury, Kent	Canterbury	CT1 2TU
Mr	Chris	Lewis	Shepway District Council	Civic Centre, Castle Hill Avenue, Folkestone, Kent	Folkestone	CT20 2QY
Mr	William	Burnett	South Canterbury Residents Association	Civic Centre, Castle Hill Avenue, Folkestone, Kent	Folkestone	CT20 2QY
Prof	Dick	Vane-Wright	South Canterbury Residents Association			
Mrs	Nina	Peak	Southeastern			
Mr	Carrie	Wood	Special Needs Advisory & Activities Project	Floor 3, Friars Bridge Court, 41-45 Blackfriars Road, London	London	SE1 8PG
Mr	Stephen	Fawke	Spikes Academy	Windchimes, Reynolds Close, Herne Bay, Kent	Herne Bay	CT6 6DS
Mr	Jeremy	Cooper	Spokes East Kent Cycle Campaign	Bredlands Lane, Westbere, Canterbury, Kent	Canterbury	CT2 0HD
Mr	Peter	Topley	Sturry Parish Council	Bus Station, St Georges Lane, Canterbury, Kent	Canterbury	CT1 2SY
Mr	Abdool	Kara	Swale Borough Council	36 High Street, Sturry 28 High Street, Sturry, CANTERBURY, Kent	CANTERBURY	CT2 0BD
Mr	Pete	Raine	Swale Borough Council	unknown, East Street, unknown, Kent	unknown	UNKNOWN
Mrs	Gwen	Boyce	Tenants Consultative Group	unknown, East Street, unknown, Kent	unknown	UNKNOWN
Mr	Simon	Thomas	Thanet District Council	18 Elham Road, Canterbury, Kent	Canterbury	CT1 3SL
Mr	Alex	Ridings	Think Agency Ltd	PO Box 9, Cecil Street, Margate, Kent	Margate	CT9 1XZ
Mr	Uwe	Derkson	University for the Creative Arts at Canterbury	PO Box 9, Cecil Street, Margate, Kent	Margate	CT9 1XZ
Mr	Pat	Plested	University for the Creative Arts at Canterbury	Old Brewery, 75 Stour Street, Canterbury, Kent	Canterbury	CT1 2NR
Ms	Gill	Wilson	University for the Creative Arts at Canterbury	New Dover Road, Canterbury, Kent	Canterbury	CT1 3AN
Prof	Denise	Everitt	University of Kent	New Dover Road, Canterbury, Kent	Canterbury	CT1 3AN
Mr	Graham	Holmes	University of Kent	The Registry, Canterbury, Kent	Canterbury	CT1 7NZ
Mr	Kathy	Putnam	University of Kent Sports Centre	The Registry, Canterbury, Kent	Canterbury	CT1 7NU
Mr	Peter	Scutt	Whitstable Management Centre	Sports Centre, University of Kent, Canterbury	Canterbury	CT1 2TF
Mrs	Eileen	Hargreaves	Whitstable Improvement Trust	Management Suite, 14 Gravel Walk, Canterbury, Kent	Canterbury	CT1 2IF
Mr	Roger	Seljo	Whitstable Improvement Trust	34 Harbour Street, Whitstable, Kent	Whitstable	CT5 1AJ
Mr	David	LeBreton	Wickhambreaux C of E Primary School	34 Harbour Street, Whitstable, Kent	Whitstable	CT5 1AJ
Mr	Tim	le Lean	Year One Consulting	The Street, Wickhambreaux, Canterbury	Canterbury	CT3 1RN
			Year One Consulting	Canterbury Innovation Centre, University Road, Canterbury, Kent	Canterbury	CT2 7FG



(Contact) Title	(Contact) Forename	(Contact) Surname	Company Registered Name	(Contact) Address One Line	(Contact) Town	(Contact) Postcode
Mr	Graham	Cox	Abbeyfield Whitstable Society	204 Tankerton Road, Whitstable	Whitstable	CT5 2AS
Ms	Sue	Pelligrino	Access Collaboration Ltd	44 King Street, Canterbury, Kent	Canterbury	CT1 2AJ
Mr	Rhoda	Stankovic	AGEWISE	Canterbury City Council, Military Road, CANTERBURY	CANTERBURY	CT1 1YW
Mr	John	Beattie	Amberley Associates of East Kent	34 Orient Place, St Dunstan's Gate, Canterbury, Kent	Canterbury	CT2 8AW
Mr	David	Banfield	Barrett Developments			
Mr	Paul	Barrett	Barretts of Canterbury Ltd	28-30 St Peters Street, Canterbury, Kent	Canterbury	CT1 2BL
Mr	Colin	Graham	Barton Residents Association	26 Pilgrims Way, Canterbury, Kent	Canterbury	
Dr	Andrea	Nicolson	Barton Residents Association	7 Belfrons Road, Bekesbourne, Canterbury	Canterbury	CT4 5DE
Clr	Barbara	Flick	Blean Parish Council	Parish Council Office, 4 School Lane, Blean, Canterbury, Kent	Canterbury	CT2 9JA
Mr	Kevin	Bloxham		Bridgeford House, Brewery Lane, Bridge, Canterbury	Canterbury	CT4 5LF
Mr	Terry	Wilmshurst	Bridge Parish Council			
Ms	Lillian	Ndawula	Canterbury & District Ethnic Minority Independent Council (EMIC)			
Mrs	Mike	Walling	Canterbury & District Ethnic Minority Independent Council (EMIC)			
Dr	Alyson	Bowhay	Canterbury and Coastal Commissioning Consortium			
Mr	Richard (Rick)	Norman	Canterbury and District Interfaith Alliance			
Mr	Brian	Russ	Canterbury and District Pensioners Forum	14 Essex Avenue, Studd Hill, Herne Bay, Kent	Herne Bay	CT6 8AA
Mr	Andrew	Ironsides	Canterbury Christ Church University	North Holmes Road, Canterbury, Kent	Canterbury	CT1 1QU
Mr	Bob	Jones	Canterbury City Partnership	Whitefriars Management Suite, 14 Gravel Walk, Canterbury	Canterbury	CT1 2TF
Mr	Roger	Kendall	Canterbury District Community Alliance	C/O Canterbury Volunteer Centre, Tower House, Simmonds Road, CANTERBURY	CANTERBURY	CT1 3RA
Mr	Jan	Pahl	Canterbury Society	14 Dane John Gardens, 14 Dane John Gardens, CANTERBURY, Kent	CANTERBURY	CT1 2QU
Mr	Andy	Balsdon	Christ Church Sports Centre	ChristChurch Sports Centre, Pilgrims Way, Canterbury, Kent	Canterbury	CT1 1XS
Mr	Nadeem	Aziz	Dover District Council	Whitecliffs Business Park, Honeywood Road, Dover, Kent	Dover	CT16 3PJ
Mr	Mike	Ebbs	Dover District Council	Dover District Council, White Cliffs Business Park, Honeywood Road, Dover, Kent	Dover	CT16 3PG
Ms	Angie	Boote	East Kent LGBT Network	Police Station due to change, Gordon Road, HERNE BAY	HERNE BAY	CT2 5QT
Mr	Ray	Evison	Hackington Parish Council	5 Link Road, Tyler Hill, 54 Douglas Road, Canterbury, Kent	Canterbury	CT2 9ND
Mrs	Janet	Larkinson	Harbledown and Rough Common Parish Council	3 Keepers Croft, Church Hill, Harbledown, Canterbury	Canterbury	CT3 4GE
Mr	Dick	Eburne	Herne Bay and District Residents Association	22 Western Esplanade, Herne Bay	Herne Bay	CT6 8RW
Dr	Claire	Owen	Herne Bay High School	Bullockstone Road, Herne Bay, Kent	Herne Bay	CT6 7NS
Mr	Kevin	Bown	Highways Agency	Room 18 Federated House, London Road, DORRING	DORRING	
Professor	Clive	Church	Hilltop Community	Ruffhans, 72A New House Lane, Thanington Without, Canterbury	Canterbury	CT4 7BJ
Mr	Peter	Court	Home Builders Federation	Byron House, 7 St James's Street, London	London	SW1A 1DW
Mr	Seri	Srika-Weaver	Homestart (Canterbury and Coastal)	Chaucer Technology School, Block G, Spring Lane, CANTERBURY	CANTERBURY	CT1 1SU
	Ruth	Gouldie	KCC Highways	Beer Cart Lane, CANTERBURY	CANTERBURY	
	Ananda	Bodemaid	Kent Association for the Blind	51 London Road, Canterbury	Canterbury	CT2 8LF
Mr	Jonathan	Ward	Kent Association for the Blind	51 London Road, Canterbury	Canterbury	CT2 8LF
	Abi	Mogridge	Kent Community Health NHS Trust	The Oast, Unit D, Hermitage Court, Hermitage Lane, Barming, Maidstone, Kent	Maidstone	ME16 9NT
Ms	Barbara	Cooper	Kent County Council	Invicta House, County Hall, Maidstone, Kent	Maidstone	ME14 1XX
Mr	Jane	Wiles	Kent County Council	Invicta House, County Hall, Maidstone, Kent	Maidstone	ME14 1XX
Mr	Sean	Bone-Knell	Kent Fire and Rescue Service	The Godlands, Tovil, Maidstone, Kent	Maidstone	ME15 6XB
Ms	Carole	Barron	Kent Innovation & Enterprise	University of Kent, Rothford, Giles Lane, Canterbury, Kent	Canterbury	CT2 7LR
Mr	Jonathan	Watts	Lenleys	25-34 Roper Road, Canterbury, Kent	Canterbury	CT2 7EL
Mr	Mike	Gallagher	Littlebourne Parish Council	2 Mill Close, Wickhambreaux, Kent	Wickhambreaux	CT3 1RF
Mr	Steve	Nunn	Moat Housing			
Mr	Sally	Richards	Orbit South Housing Association	Second Floor, Horizon House, Eclipse Park, Sittingbourne Road, Maidstone, Kent	Maidstone	ME14 3EN
Mr	Robert	Palmer	Petham Parish Council	Dracaena, 2 Queens Cottages, The Street, Molash, Canterbury	Canterbury	CT4 8JU
Mr	Gus	Oates	Polo Farm Sports Club	Littlebourne Road, Canterbury	Canterbury	CT3 4AF
Mr	Craig	Potter	Ramblers Association	97 South Street, Whitstable, Kent	Whitstable	CT5 3EL
Mr	Ian	Wild	Reeves	Lawsons, Out Elmstead, Barham, CANTERBURY	CANTERBURY	
Mr	Clive	Reif	Shepway District Council	37 St Margaret's Street, Canterbury, Kent	Canterbury	CT1 2TU
Mr	Chris	Lewis	South Canterbury Residents Association	Civic Centre, Castle Hill Avenue, Folkestone, Kent	Folkestone	CT20 2QY
Mr	William	Burnett	Southeastern	Floor 3, Friars Bridge Court, 41-45 Blackfriars Road, London	London	SE1 8PG
Mrs	Nina	Peak	Spines Academy	Bredlands Lane, Westbere, Canterbury, Kent	Canterbury	CT2 0HD
Mr	Sonia	Fitzpatrick	Spokes East Kent Cycle Campaign	Bus Station, St Georges Lane, Canterbury, Kent	Canterbury	CT1 2SY
Mr	Stephen	Fawke	Stagescoach South East	28 High Street, Sturry, Canterbury, Kent	Canterbury	CT2 0DB
Mr	Jeremy	Cooper	Sturry Parish Council	Swale House, East Street, Sittingbourne, Kent	Sittingbourne	ME10 3HT
Mr	Peter	Topley	Swale Borough Council	PO Box 9, Cecil Street, Margate, Kent	Margate	CT9 1XZ
Mr	Pete	Raine	Thanet District Council	PO Box 9, Cecil Street, Margate, Kent	Margate	CT9 1XZ
	Madeline	Homer	Thanet District Council	Old Brewery, 75 Stour Street, Canterbury, Kent	Canterbury	CT1 2NR
Mr	Sue	McGonigal	Think Agency Ltd	The Registry, Canterbury, Kent	Canterbury	CT1 7NZ
Mr	Alex	Ridings	University of Kent			
Prof	Keith	Mander	University of Kent			
	Kathy	Putnam	Ward Homes	Management Suite, 14 Gravel Walk, Canterbury, Kent	Canterbury	CT1 2TF
Mr	Peter	Scutt	Whitefriars Management Centre	34 Harbour Street, Whitstable, Kent	Whitstable	CT5 1AJ
Mr	Roger	Seljo	Whitstable Improvement Trust	The Street, Wickhambreaux, Canterbury	Canterbury	CT3 1RN
Mr	David	LeBreton	Wickhambreaux C of E Primary School	Canterbury Innovation Centre, University Road, Canterbury, Kent	Canterbury	CT2 7FG
Mr	Tim	Le Lean	Year One Consulting			



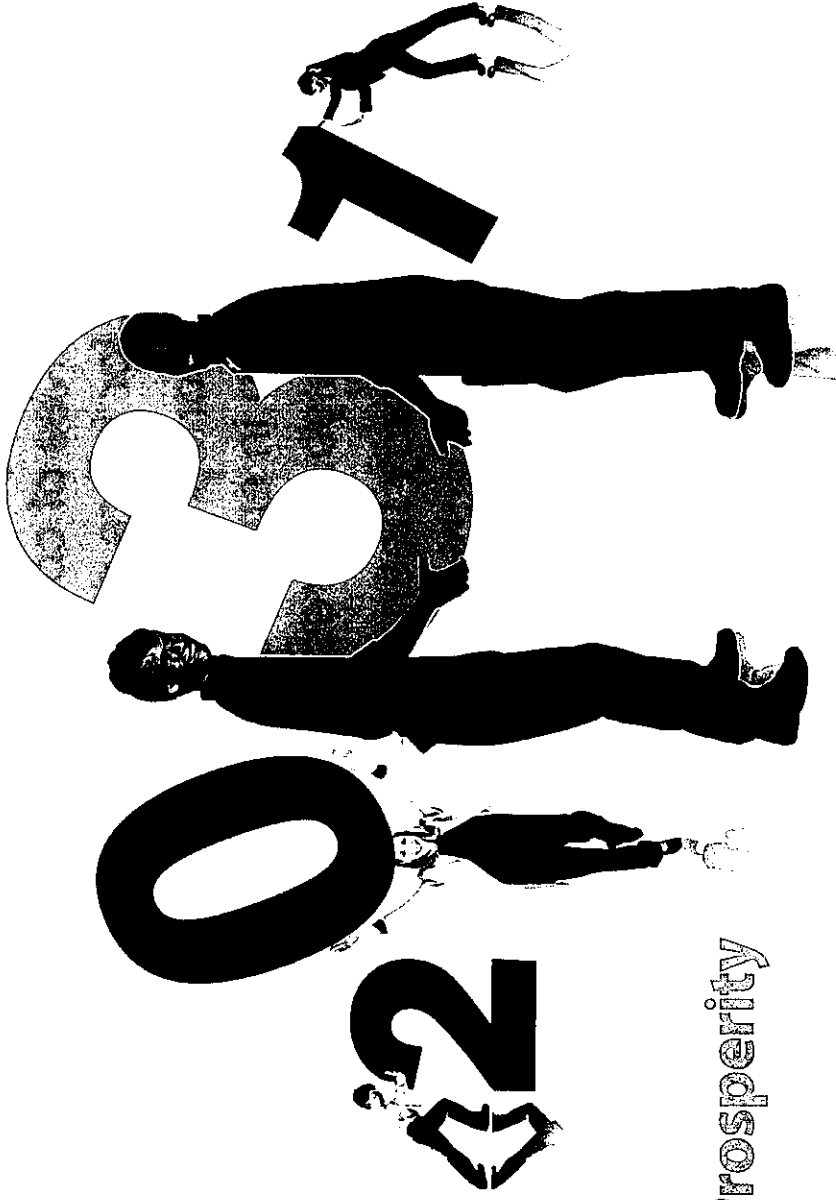
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○ 2013 Briefing

Local Plan

A vision for our district



PeoplePlacesProsperity

Welcome – Councillor John Gilbey, Leader of Canterbury City Council



- Tonight is an opportunity to brief you, as partners and representatives of community groups in our district, about the proposals for future development set out in our Local Plan.
- The public consultation will be launched next week – we would like your help in encouraging your colleagues and the communities you represent to have their say.
- A lot has already been said about the plan – tonight we'll explain what we aim to achieve through the plan.

Colin Carmichael, Chief Executive Canterbury City Council



Briefing overview:

- Key elements of the Local Plan process;
- What's informed our proposals;
- What's being proposed;
- What are we trying to achieve?;
- How you can have your say; and
- Opportunity for questions.



Key elements of the Local Plan process



- Tightly controlled by the National Planning Policy Framework (NPPF) – jobs and homes via growth.
- Independent and evidenced-based assessment of:
 - Housing and business needs, based on demographic evidence;
 - Transport implications; and
 - Sustainability proposals.
- Duty of Council is to deliver sufficient land to meet supply, balancing with sustainability in the context of what we want to achieve in our plans.

Key elements of the Local Plan process (cont.)



- Proposals have to be 'deliverable' – to the satisfaction of an independent Planning Inspector.
- This means we must demonstrate that:
 - The sites are available for development;
 - There is adequate public and private transport access to the sites;
 - There are no environmental, flooding or landscape barriers;
 - The sites we designate perform better in these respects than sites we don't designate.



Key elements of the Local Plan process (cont.)



- Conduct a Strategic Housing Land Availability Assessment (SHLAA).
- Invitation to landowners and developers to put forward sites for development.
- Alternative is Compulsory Purchase – time, costs, uncertainty.

Key elements of the Local Plan process (cont.)



- No valid Local Plan with an agreed five year housing land supply = council loses ability to control planning decisions.
- Decision of Planning Inspector at Examination is final.
- Inquiry will hear submissions from council: objectors, owners or developers of non-designated sites.
- Main question – has council delivered its duty under the NPPF within the ambitions of our Corporate Plan?

Proposals informed by robust, independent and expert evidence

Expert views/studies

Development Requirements Study, Sustainability Appraisal,
Transport and Development Modelling, Futures Study and many

Seeking views of local people

Ipsos MORI Canterbury Future Development Study
Stakeholder Conference June 2012

Council strategies

Corporate Plan 2012 to 2016
Core Strategy Representations 2010

View the evidence for yourself on the council's website

The need for more homes



- Demographic Change – population growth from in-migration.
- Ageing population – means over time workforce declines more housing needed to maintain same workforce.
- Change in household formation – e.g. more people living alone.
- Lack of affordability means it's hard to retain young people and families.
- Need for affordable homes – 1,104 needed each year just to keep pace.
- Interim Census household projections suggest 840 additional new homes needed each year over much of the plan period

The need for more jobs



- Lack of homes/employment space – barrier to local employment.
- Strong link between housing numbers and jobs created – statistical relationship between figures for population, homes, labour force, and jobs, i.e. housing attracts new employment; economically active sector provided with housing.

NLP Development Requirements Study



- 10 scenarios assessed against a range of factors...



Dwellings per annum 2010-2031

Scenario	H	A	C	B	D	G	E	I	J	F
Will housing delivery meet the need and demand for housing across Canterbury District?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Corporate Plan Pledge 8: We will plan for the right type and number of homes in the right place to create sustainable communities in the future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Will level of development lead to adverse social outcomes (e.g. housing overcrowding, unfulfilled housing aspirations)?	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Corporate Plan Pledge 2: We will tackle disadvantage within our district	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Will the level of development mean more jobs can be supported and delivered in the District?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Corporate Plan Pledge 1: We will support the growth of our economy and the number of people in work.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Will level of development improve affordability and increase supply to make it easier to access housing?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Corporate Plan Pledge 8: We will plan for the right type and number of homes in the right place to create sustainable communities in the future	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Will development requirements necessitate additional development sites (including greenfield sites) to be identified?	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Corporate Plan Pledge 6: We will make our district cleaner and greener and lead by example on environmental issues	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Can the development requirements be realistically delivered given market capacity and demand?	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

80 d.p.a.
150 d.p.a.
510 d.p.a.
617 d.p.a.
655 d.p.a.
679 d.p.a.
780 d.p.a.
1,140 d.p.a.
1,149 d.p.a.
1,167 d.p.a.

NLP Development Requirements Study



- The assessment table shows that a scenario in the central range (B, D, G, or E) would:
 - accommodate the majority of need for housing based on trends and ONS demographic predictions; and
 - maintain and grow local jobs in the district.



Sustainability appraisal



- Most sustainable scenario, **balancing economic, social and environmental factors** – 780 houses p.a.
- Provides 6,500 new jobs over plan period.

Ipsos MORI's Public Opinion research



- We have listened carefully to these findings.
- We understand that support for new development is conditional on:
 - Increasing **affordability** of homes for local people.
 - **Keeping families and young people** in the district.
 - **Infrastructure** being in place so new developments don't add to traffic congestion.
 - Communities having the **facilities** they need (like schools and doctor's surgeries).
 - Increasing **employment opportunities**.
 - **Protecting the environment/** concerns about development on **Greenfield land**.
- Younger people (under 40) and people who currently **rent** showed much stronger support for development.



The Local Plan conference June 2012



- Many of you may have taken part.
- We asked you to vote on some of the choices the council was faced with.
- The outcome of that conference directly informed our proposals.
- Here's a recap on what was said last year ...

Findings from the 2012 Local Plan conference



- Agreement that there is a need for more new homes:
 - 53% voted for 760 new homes each year;
 - 31% voted for 550 new homes each year.
- 55% disagreed that there are enough employment opportunities for the current population.
- 80% agreed that the council needs to do more to get new businesses to set up.



So, what's being proposed?



Land allocation in the district










- 780 new homes, together with employment land needed each year up to 2031:
 - Canterbury – 6,006 new homes (42%)
 - Herne Bay – 4,157 new homes (29%)
 - Whitstable – 1,553 new homes (11.5%)
 - Villages – 2,527 new homes (17.5%)

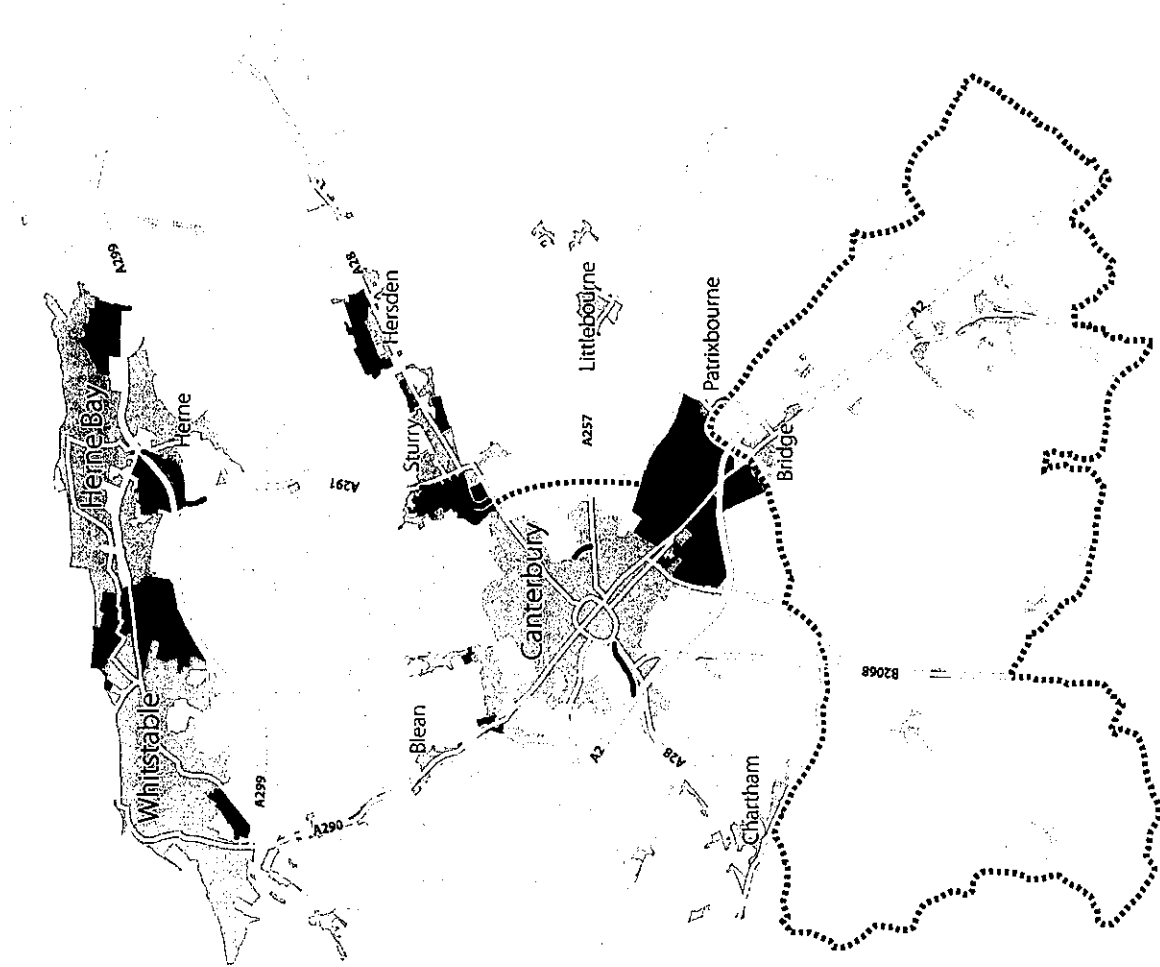


Approach to location of development



- Focus on urban areas for development as maximises the potential for:
 - Transport sustainability;
 - Potential infrastructure improvements; and
 - Employment generation.
- Canterbury focus - maximising economic impact.
- Rural character of villages protected.
- Developments subject to master plans.

-  Strategic Development Sites
-  Road Safeguarding Area
-  Area of Search for possible Eastern Bypass
-  Kent Downs Area of Outstanding Natural Beauty
-  Area of High Landscape Value
-  National and International Wildlife Sites
-  Green Gap



What are we trying to achieve?



- Our Local Plan puts **PEOPLE, PLACES AND PROSPERITY** at the heart of our vision.
- It turns our Corporate Plan into a reality in a number of important areas.
- Trying to balance:
 - Job creation
 - Sustainable development
 - Minimal impact on strategically significant landscapes
- What we're debating is the solution.

What are we trying to achieve? (cont.)



- These are issues which others are trying to resolve.
- Canterbury Society Vision + sustainable transport blueprint.
- We think there are many areas of overlap in the visions – sustainable development with a minimum impact on strategically significant landscapes.
- There are differences in housing numbers – but we’re debating the solution, not the problem.

Increasing affordability of homes for local people – right homes in the right places



- House prices still rising in Canterbury despite the recession.
- Higher level of housing will help general market affordability.
- Local Plan aims for 30% of all new housing to be affordable housing by social rent or shared ownership.
- Affordable housing planned on every site.

Keeping families and young people in the district



- New housing at market and affordable prices to meet the needs of local people.
- New employment space near to housing to support jobs for local people.
- Creating mix of new facilities for families and young people.
- Creating new open space and quality environment where people will want to live.


New Infrastructure in place so new developments don't add to traffic congestion



- Transport, traffic and congestion
 - Congestion in major urban areas
 - Congested through route city with no easy by pass
 - No national or county funds to build new roads
 - No new investment in public transport

New Infrastructure in place so new developments don't add to traffic congestion (cont.)



- All new large sites to include local facilities and to provide sustainable travel alternatives to other services (eg Fast bus links).
- South Canterbury – new safer junction to A2; fast bus links; new Park and Ride; enhanced walking/cycling routes.
- Sturry/Broad Oak – new relief route to reduce congestion at Sturry Crossing; making rail time faster; benefiting local economy.
- Herne – new relief road to reduce congestion in Herne village and to improve air quality.
- Hillborough – improved, safer junction on to Thanet Way
- Howe Barracks development opens prospects for an Eastern  Prosperity bypass to Canterbury.

Communities having the facilities they need



- South Canterbury – new primary schools; possible new site for Simon Langton Girls School; new doctor’s surgery; new local shops; allotments
- Hersden – areas identified for community uses, such as community centre; doctor’s surgery
- Hillborough – new primary school and other community uses
- Herne Bay Golf Club – range of new sports facilities; new secondary school; possibility of a Grammar school on the coast.

Increasing employment opportunities and expansion space for business



- Deliberate strategy in local Plan to bring forward business land at the same time as new housing.
- Focussed on Canterbury, harnessing economic potential of the City:
 - Innovation Centre at University of Kent well used.
 - Little Barton farm Business Park allocation in the 2005 Local Plan undeliverable due to A2 junction capacity problems.
 - Success of Startmybiz needs ‘overflow’ space.
 - Lack of space to build on Universities’ Research success.

Increasing employment opportunities and expansion space for business (cont.)



- South Canterbury – land to provide local business space; ‘grow-on’ space for existing business; new business moving to the area.
- Herne Bay – significant new land for business growth on different sites.
- Hersden/Sturry – provision of space for local businesses.

Protecting the environment/concerns about Greenfield development



- Local Plan aims to protect best of the built and natural environment – AONBs; important wildlife sites; World Heritage Site, and so on.
- Achieve good levels of quality open space and landscaping in all large sites.
- South Canterbury – significant new open space to be provided (currently lacking in Barton Ward).
- Sturry – improved management of Ancient Woodland.
- Whitstable – significant provision of new open space, including extension of Duncan Down.
- Strong protection through new Green Gaps (South Canterbury Sturry).

Next steps



**Mid June – End of August
2013**

Public Consultation

- Autumn 2013
December 2013
Winter/Spring 2014
- Consideration of comments
Final draft plan to council committees
Public consultation
Plan submitted for examination
- Summer 2014
Winter 2014
- Local Plan examination
Inspector's report

Have your say



- **From next week**, you can view the local plan online at: www.canterbury.gov.uk/localplan.
- All background evidence and research also available, including summaries.
- Plans will also be available at council offices and in libraries.

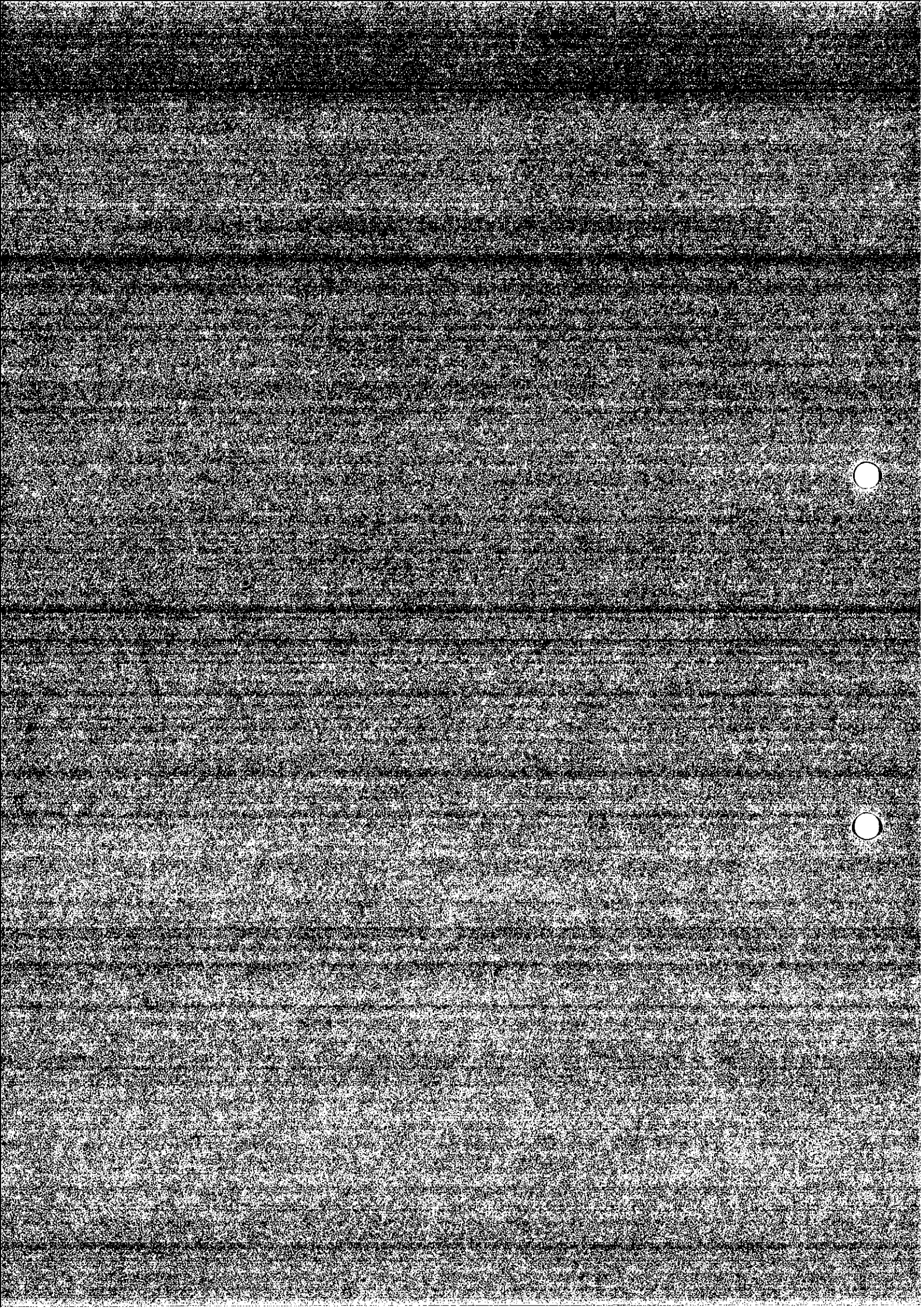


Questions?



Appendix 4

Letter with the Canterbury District Gypsy and Traveller call for sites.



Date: 12.03.15
Your Ref: [REDACTED]
Our Ref: LP/GTAA/GEN
Ask for: Planning Policy
Direct dial: 01227 862199
E-mail: planning.policy@canterbury.gov.uk

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Consultee,

Canterbury District Gypsy and Traveller sites DPD

The Council has started work on preparing a Gypsies and Traveller Sites Development Plan Document. This will allocate sites in the district to meet the needs of the gypsy and traveller community for the period to 2027.

The first part of this work is to give any interested party the opportunity to suggest sites that they think would be suitable to be allocated as a Gypsy and Traveller site. These can include an extension to an existing site, addition of further pitches within an existing site and entirely new sites.

Once the call for sites process has been undertaken and sites have come forward, the Council will then assess the suitability of all the suggested sites. There are a number of factors to consider when we choose sites to go forward. For instance, Government guidance states that the following points should be considered:

- New sites in open countryside, which are away from existing settlements should be limited
- Sites in rural areas would need to avoid placing undue pressure on local infrastructure
- Effective use of previously developed sites is encouraged
- Sites in areas at high risk of flooding are unlikely to be acceptable
- Sites should promote integration with the local community and access to health services and should ensure that children can attend school on a regular basis
- Provide a base that reduces the need for long-distance travelling
- Consider the health and well-being of any Travellers and Gypsies that would settle there
- Sites should be deliverable (i.e. they should be available now and offer a prospect that development will be delivered on the site within five years)

If you would like to put forward a site for us to consider, you will need to provide a plan showing the location of the site and provide us with some basic details of who owns the land. This can be done by completing the online form which can be found at www.canterbury.gov.uk/planningpolicy or by completing the Call for Sites Form attached to this letter. If you need help completing the form please contact the planning policy team on 01227 862199. Paper copies of the form are also available from the planning policy team.

When submitting details please ensure that you:

- Provide as much information about the site as possible
- Use a separate form for each site
- Provide a plan identifying the exact boundaries of the site. Please note that a submission cannot be accepted without an exact site location plan.
- Provide your name and address, and if applicable, who you are representing.
- You may include other documentation to support the submission.

Please note the purpose of this study is to assess the potential of sites for development as a gypsy and traveller site. Submitting a site for consideration does not guarantee it will be found suitable or that it will be allocated as part of the emerging DPD.

This Call for Sites Consultation lasts for eight weeks between 12th March and 8th May 2015. Submissions must be received no later than 5pm on 8th May 2015, submissions received after this time will not be accepted.

Please return your completed site submission form and map to: Planning Policy, Canterbury City Council, Council Offices, Military Road, Canterbury, Kent, CT1 1YW, by email to planningpolicy@canterbury.gov.uk , or at <http://canterbury-consult.limehouse.co.uk/portal>

For more information call: 01227 862199

Yours sincerely,



Assistant Director Planning & Regeneration

Call for Sites Site Submission Form

Please use one form for each site and include a site location plan on an ordnance survey base, showing the boundaries of the site.

1. SITE DETAILS	
Site Name	
Site Address <i>(including postcode)</i>	
Site Area <i>(in hectares)</i>	
Is this an existing gypsy and traveller site? If not, what is the current use of site?	
Details of any planning history <i>(eg any planning applications)</i>	

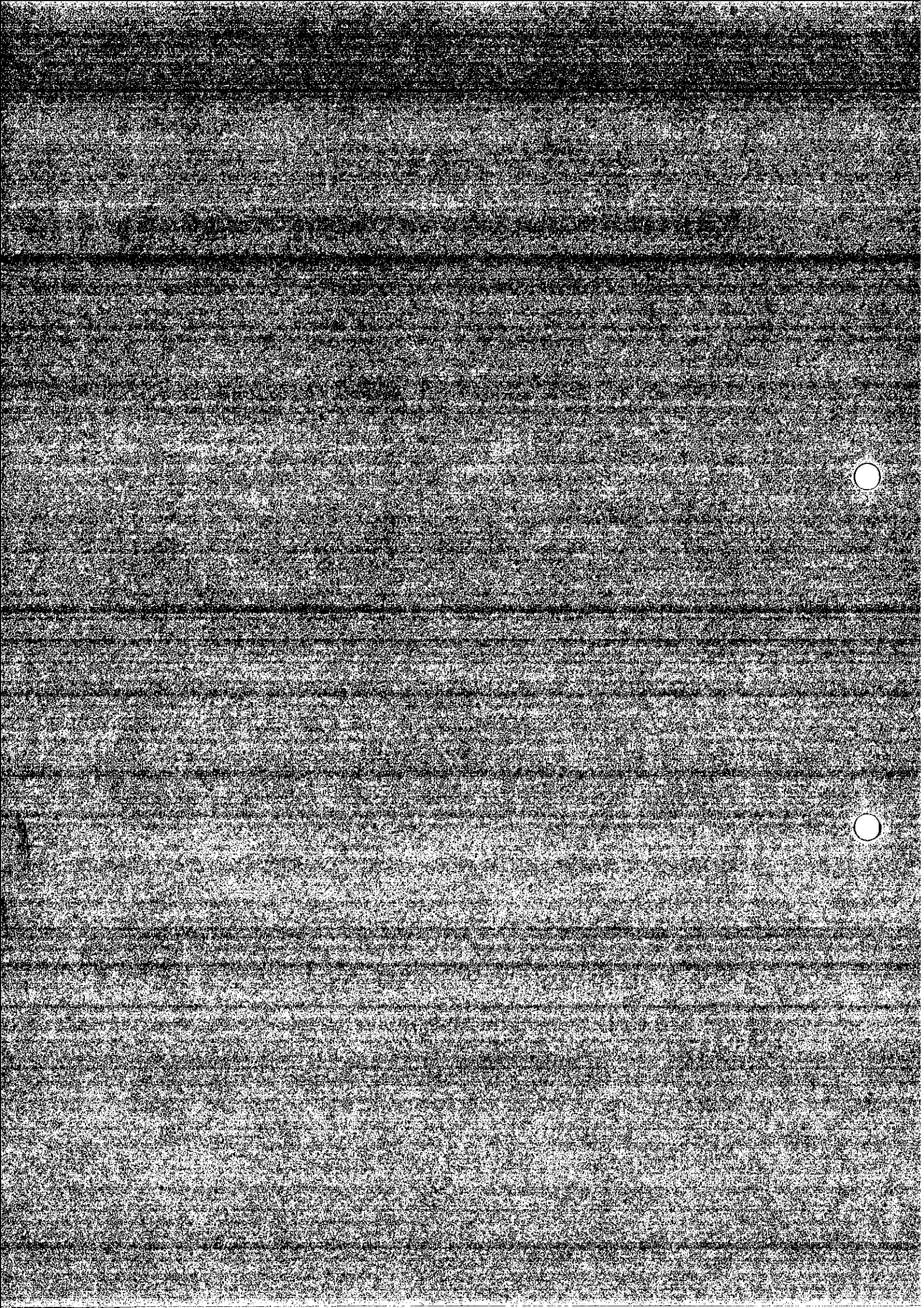
2. OWNER/AGENT DETAILS AND SITE AVAILABILITY		
Site owner details	Name	
	Address	
	Telephone no.	
	Email	
	Date site submitted	
Contact details <i>(if different from above)</i>	Name	
	Address	
	Telephone no.	
	Email	
Availability	Is the site available to be developed now?	

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Appendix 5

Minutes from the East Kent Chief Executive Officers Meeting
1/10/14



6x5 of 5 minutes
x kcc

EAST KENT CHIEF EXECUTIVES FORUM

Minutes of a meeting of East Kent Chief Executives Forum
held on Wednesday, 1 October 2014 in The Guildhall, Westgate, Canterbury

PRESENT Colin Carmichael (Chairman), Alistair Stewart, Mike Davis, David Randall, Harvey Rudd, Richard Alderton, Ross Gill and Susan Priest

Administrator for the meeting: Alison Hargreaves

Action by

1. **APOLOGIES FOR ABSENCE**

John Bunnett
Nadéem Aziz – Mike Davis attending in his place

2. **MINUTES OF THE MEETING OF 10 SEPTEMBER AND ACTIONS**

The minutes were received.

3. **COLLABORATION AGREEMENT - DAVE RANDALL**

David Randall advised that discussions have been held with the three LAs and that the agreement will be finalised on 9 October with a view to it being in place by 31 October. The EK Joint Arrangements Committee (EKJAC) will be replaced by the new EK Services Committee and arrangement are currently being finalised. It has been agreed that the role of Chairman will rotate through the authorities. This arrangement will be considered by all the LAs by the end of November and the new committee structure will be adopted.

Those present agreed in principal pending further discussions within their own authorities.

Action: David Randall to advise Alistair Stewart what is required from Shepway regarding formally closing EKJAC. David Randall

It was noted that the next EKJAC meeting must take place before the end of October to approve the interim EKS director before Donna Reed leaves.

4. **INTERIM ARRANGEMENTS FOR EKS - DONNA REED**

Donna Reed advised that she will be leaving the organisation on 31 October and Dominic Whelan will take up post on 1 December therefore arrangements need to be made for delegation of powers in the interim period. It was agreed that powers should move to Paul Cook from Thanet DC until Dominic is in post.

5. **DUTY TO COOPERATE - RICHARD ALDERTON** - report attached.

Richard Alderton presented the report and advised that next steps have been identified and these need to be progressed. It was agreed that an EK Plan was not necessary however the strands of work can be pulled together to produce a shared evidence base and Richard Alderton will be working with Ashford BC on this in the first instance.

It was noted the KCC are not signed up to the Memorandum of Understanding and this undermines the strength of the combined duty. It was agreed that it would be preferable to get KCCs commitment to this and Ross Gill was asked to report this back to KCC.

**Action: LA to take the Duty to Cooperate through Chief
cabinet/executive for approval. Executives**

Meeting the 'Duty to co-operate'

Previous decisions of the Board

When the Board last discussed the following points were agreed:

- an administrative model (political and officer levels) for handling the Duty in East Kent and Ashford;

The approach agreed was that:

- EKRB takes ownership of the Duty at the level of the East Kent and Ashford sub-region, working to an Memorandum of Understanding (appendix 1);
- The Board is supported by a planning officer group (with County Council involvement) which identifies key issues for decision and progresses joint working on the technical side of the Duty amongst member districts;
- Once or twice a year – or as needed - the Board widens the debate to embrace the wider ring of districts and other key public bodies that are subject to the Duty (such as the Environment Agency) with an agenda picking up key issues at the time;
- a Memorandum of Understanding - how authorities will work together (appendix 1);
- the preparation of a workplan including:
 - cross-boundary issues the Duty should include;
 - a simple set of data summarising the respective position of districts in relation to plan preparation; objectively assessed need; planned surplus or deficit;
 - alignment of process (e.g. to increase the opportunity for joint commissioning etc) and create a more robust collective response to the Duty;
 - areas where a joint evidence base could be prepared;
 - the scope to consider joint positions or plan policies on specific topics;
 - the potential scope for statements of common ground on local plans and other policy documents between districts but also other public bodies subject to the Duty;

- inputting to the LEP Strategic Economic Plan and the 'Growth Deal' for infrastructure.

Progress

The focus of attention has been on information collection to explore:

- each potential topic area the Duty may apply to;
- the extent to which districts have shared interest in each;
- the information base that currently informs each issue;
- the next steps needed to take forward the Duty and build a robust evidence base of it working in practice

It has taken a little time to assemble this information but it is now included as appendix 2. It provides a very solid base to build the Duty relationship from – not just between ourselves but with other partner agencies (e.g. Natural England, Environment Agency).

The wider context

As a standing commitment it would be prudent to have a taking stock/ information exchange type meeting (say once a year) to review progress and seek to improve joint working in all areas. This would primarily be a technical meeting and is probably best left to the officer group lead (planning portfolio members may wish to be involved).

The more political debate at the Board is likely to be triggered by consideration of strategic employment and housing growth plans in East Kent and major infrastructure investment planning. Site-specific topical issues such as the future of Manston and the success of Discovery Park may well prompt a need for a strategic shift in emphasis. Another obvious trigger for debate at this meeting would be specific requests from neighbouring authorities to help provide their housing requirement – or more remotely – the Greater London Authority doing the same. Finally there will be a political debate to be had about the level and nature of mutual support districts can provide each other at local plan submission and examination stages.

There could well be tactical value in having a broadly agreed, integrated strategy for the sub-region – perhaps based on a simplified version of the SE Plan and obviously with no formal status. If there is appetite for this, it could be merged with strategic infrastructure planning work ('Open for Growth', the East Kent Growth Plan) and the County transport strategy ('Growth without gridlock'). This would provide the wider picture within which the Duty debate can be set – including the key issues of housing and jobs provision.

Housing issues

Despite the wide breadth of the Duty, the focus will almost inevitably tend to be on housing supply issues. There is a view that a new Government's approach to the Duty (especially as regards housing) after next May could change as the current approach is seemingly delivering little but uncertainty and even further delays in plan making and housing delivery.

Given the general hiatus likely between now and next year, attention is turning to the new household projections due to be published this autumn. These will provide the most up to date basis for SHMA assessments of objectively assessed need. There is a reluctance in some authorities to indicate their likely future housing requirement until this data is available. Hence little progress can be made now in looking at the sub-regional picture of plan provision in East Kent and Ashford in relation to objectively assessed housing need.

We will need to return to this after the projections are published to see to what extent planned provision is in deficit (or hopefully in a relatively balanced position). If we are to come to a view it may be necessary to align future SHMA assessments across the sub-region.

Next steps

- officer group continue to work on the material in appendix 2 on the various topics subject to the Duty and identify the way forward in terms of co-operation; joint working; shared policy approaches etc
- officer group to aim to set up the first wider Duty debate with surrounding districts and other agencies – aim to meet mid 2015
- officer group seek to update the overall housing provision – accepting that this might need to await the new household projections
- planning and ED officer volunteers to meet to consider scope for generating an East Kent and Ashford Strategy (if the Board supports the idea)
- EKRB plan agenda items as needed to respond to the 'political debate' issues identified above.

MEETING THE DUTY TO CO-OPERATE

Memorandum of Understanding between the East Kent Regeneration Board member Councils - Ashford, Canterbury, Dover, Shepway, and Thanet, working with Kent County Council.

This Memorandum of Understanding is between the authorities that make up the East Kent sub-region. It recognizes the strong linkages between the authorities, especially in terms of strategic economic development; housing provision; regeneration; and other strategic planning interests.

Whilst the links within East Kent are strong there may be issues which need explaining over a wider area and the member councils commit to doing this as well.

The Memorandum sets out how the member councils will commit to active and ongoing co-operation across administrative boundaries to meet the requirements of the Localism Act and the guidance in the National Planning Policy Framework.

This Memorandum builds on the solid basis of work underway for some time in the East Kent Regeneration Board to tackle strategic economic development and infrastructure provision.

The Memorandum does not override the statutory duties and powers of the identified parties. It is not legally binding nor is it intended to cover every detailed aspect of their relationships; rather it is a statement of principles to guide relations between the parties and provide a set of workable ground rules for early discussion and co-operation in addressing strategic and cross-boundary issues.

Purpose

This memorandum sets out how the member authorities will actively take forward their individual or collective Duty to Co-operate to '*engage constructively, actively and on an ongoing basis*' on planning matters that impact on more than one local planning area ('*strategic planning matters*'). The duty is further amplified in the National Planning Policy Framework (NPPF) which sets out the key '*strategic priorities*' that should be addressed jointly².

There are a wide range of partner agencies which the member authorities will work closely with to fulfill the duty.

The Memorandum has the following broad objectives:

- To help secure a broad but consistent approach to strategic planning, transport and development issues across the East Kent sub-region and to consider any wider impact in the county;

- To identify and consider the appropriate response to spatial planning issues that impact on more than one local planning area within the East Kent sub-region;
- To ensure that the local planning and development policies prepared by each Local Authority are, where appropriate, informed by the views of other member authorities. This will normally involve engagement with Development Plan Document and Supplementary Planning Document preparation;
- To support the strongest possible integration and alignment of strategic spatial and investment priorities in the East Kent sub-region;
- To identify the infrastructure investment needs associated with proposed development and to address existing issues working with the LEP and other funding sources;
- To ensure that decisions on major, larger than local planning applications are informed by the views of other local Authorities across the East Kent sub-region;
- To ensure compliance with the Duty to Co-operate.

Working together

We will work together to seek, where possible, to:

- agree those matters which are strategic in nature, based upon an appreciation of the wider demographic, economic, environmental and social context that affects the sub-region, and up-to-date evidence of development needs;
- agree an integrated and consistent approach to address these needs;
- agree the overall quantity and broad distribution/apportionment of development across the area, including its delivery through necessary strategic infrastructure;
- ensure that where strategic priorities cross local boundaries within the sub-region, and to areas outside it, to make sure they are clearly reflected in our individual plans;
- produce joint evidence where it is the most efficient and effective approach, and consider the scope for a joint policy base;
- involve other public sector agencies, including those identified in the legislation, to help inform choices and meet the Duty;

- ensure appropriate governance and officer support arrangements are in place to take forward the commitments in this Memorandum.

Review

Each member authority will be responsible for its own processes of feeding into the EKRБ debate and reporting back outcomes. The EKRБ will produce a periodic report reviewing the operation of the Memorandum on behalf of its members.



Duty to Co-operate - East Kent and Ashford: AONB and Landscapes

National policy and guidance requirements

Conservation and enhancement of the natural and historic environment, including landscape, is a strategic priority on which the NPPF expects joint working to be undertaken for the mutual benefit of neighbouring authorities.

Opportunities for co-operation in East Kent

- Consider joint evidence base studies where joint landscapes character areas cross administrative boundaries
- Joint liaison with AONB Units
- As the AONBs extend outside of East Kent, co-operation will also be required with authorities in West Kent
- Potential for joint and/or consistent policies in relation to AONB and landscapes where character areas cross boundaries

AONB and Landscapes	ABC	CCC	DDC	SDC	TDC	KCC	Relevant Prescribed Bodies under Reg 4 (section 33A (1)(c) of the Act)
ABC		X	X	X		X	Natural England
CCC	X		X	X	X	X	Kent Local Nature Partnership
DDC	X	X		X	X	X	Others:
SDC	X	X	X		X	X	Kent Downs AONB Partnership
TDC		X	X	X		X	High Weald Joint Advisory Committee
KCC	X	X	X	X	X		

What co-operation is taking place already?

The Kent Downs Area of Outstanding Natural Beauty Partnership and the High Weald Joint Advisory Committee includes all local authorities within the respective AONBs.

Management Plans have been produced:

<http://www.kentdowns.org.uk/guidance-management-and-advice/management-plan>

<http://www.highweald.org/high-weald-aonb-management-plan.html>

Planning protocols are in place setting out how the AONB partnerships should be involved in the planning process.

Joint Landscape Assessment and Historic Landscape Characterisation have been carried out for the whole of Kent.

<http://webapps.kent.gov.uk/klis/>

Ashford has initiated liaison with neighbours where landscape character areas cross boundaries with the aim of producing consistent policies.

Individual Local Authorities have also carried out their own updated Landscape Studies

Ashford <http://www.ashford.gov.uk/generic-policy-evidence-base>

Canterbury <https://www.canterbury.gov.uk/media/519663/CanterburyLandscapeCharacterBiodiversityAppraisalDraftAugust2012lowres.pdf>

Dover <http://www.dover.gov.uk/Planning/Planning-Policy/Local-Development-Framework/Evidence-Base/Studies/ENVLandscapeCharacterAssessment.pdf>

Thanet <http://www.thanet.gov.uk/pdf/Landscape%20Character%20Areas%20-%20August%202012.pdf>

Next Steps and Key Outcomes

Identify where the cross boundary issues apply ie. where AONB or landscape character areas cross boundaries.

Consider common policy approach and terminology to landscape where the character areas and issues cross boundaries.

Lead officer

Duty to Co-operate - East Kent and Ashford: Economy and Employment

National policy and guidance requirements

Provision of jobs and economic development is a strategic priority on which the NPPF expects joint working to be undertaken for the mutual benefit of neighbouring authorities.

NPPF requires LPAs to *'have a clear understanding of business needs within the economic markets operating in and across their area. To achieve this they should:*

- *Work together with county and neighbouring authorities and with Local Enterprise Partnerships to prepare and maintain a robust evidence base to understand both existing business needs and likely changes in the market; and*
- *Work closely with the business community to understand their changing needs and identify and address barriers to investment, including lack of housing, infrastructure or viability'*

NPPF also states that LPAs *'should take account of different geographical areas, including travel-to-work areas. In two tier areas, county and district authorities should co-operate with each other on relevant issues..... and in consultation with Local Enterprise Partnerships..'*

Opportunities for co-operation in East Kent

- Develop a common understanding of the economic markets operating within the area
- Where economic markets cross administrative boundaries consider the need for joint evidence base and/or agree common methodologies
- Understand how the East Kent economy fits together and aim to deliver complementary economic strategies - the mosaic economy
- Agree priority projects that will benefit East Kent as a whole
- Identify infrastructure requirements to support projects and opportunities for funding

Economy/ Jobs	ABC	CCC	DDC	SDC	TDC	KCC	Relevant Prescribed Bodies under Reg 4 (section 33A (1)(c) of the Act)
ABC		X	X	X		X	South East Local Enterprise Partnership Kent and Medway Economic Partnership
CCC	X		X	X	X	X	
DDC	X	X		X	X	X	
SDC	X	X	X			X	
TDC		X	X			X	
KCC	X	X	X	X	X		

What co-operation is taking place already?

Kent and Medway Economic Partnership

The Kent and Medway Economic Partnership aims to drive forward economic growth and prosperity in the region. Set up to act as the Kent and Medway 'building block' of the SELEP. The partnership has representation from businesses, education and local authorities.

<http://kmep.org.uk/documents/Unlocking the Potential - v.3.1 19.12.13.pdf>

East Kent Regeneration Board

At the East Kent level, the East Kent Regeneration Board which comprises the five local authorities and KCC have developed the East Kent Growth Plan, which identifies priority projects needed to develop and improve the economy of East Kent. Between October 2013 and April 2014 the EKRB Officer group identified key projects and infrastructure requirements, which were agreed by the Board on 16th April 2014. The Plan was prepared primarily in response to the growth deal being negotiated by the SELEP. The group provides a forum for identifying critical infrastructure provision across East Kent and for identifying potential sources of funding. Whilst the focus has been on the SELEP Growth Deal, there is potential for its role to develop.

<http://www.southeastlep.com/about-us/activities/262-developing-a-growth-strategy-and-prioritising-investment-in-the-south-east>

Other work

LPAs have been developing their own evidence base on the need for economic development, this has involved liaison between LPAs where necessary.

Shepway <http://www.shepway.gov.uk/UserFiles/File/pdf/local-plan/cs-submission/Shepway%20Employment%20Land%20Review%202011.pdf>

Ashford <http://www.ashford.gov.uk/local-plan-2030-evidence-base>

Thanet <http://thanet.gov.uk/your-services/planning-policy/evidence-base/economy/>

Dover <http://www.dover.gov.uk/Planning/Planning-Policy/Local-Development-Framework/Land-Allocations/Supporting-Documents-Evidence-Base.aspx>

Canterbury <https://www.canterbury.gov.uk/media/273967/canterbury-development-requirements-study.pdf>

Next steps and Key Outcomes

East Kent Regeneration Board to take stock of outcome of the growth deal.

Analysis of economic and employment growth expectations across the sub region, including sectoral analysis, to understand how each authority's strategies fit together, and to ensure they complement each other.

Understanding travel to work patterns, following final data from Census, expected by the end of the year. Ensure assumptions regarding commuting ratios are consistent across the sub-region.

Lead officer

Duty to Co-operate - East Kent and Ashford: Health and Well-being

National policy and guidance requirements

NPPF (Para 162) states that 'LPAs should work with other authorities and providers to...assess the quality and capacity of infrastructure for....health, social care'

NPPG requires engagement with relevant health organisations to ensure that local strategies to improve health and well-being and the provision of required health infrastructure are supported and taken into account in local plan making.

Co-operation and engagement primarily needed between LPAs and:

- Public Health (KCC)
- Health and Wellbeing Boards (Kent and CCG level)
- Clinical Commissioning Groups (CCGs) and NHS England
- East Kent Hospitals University NHS Foundation Trust, including Kent and Canterbury Hospital, William Harvey, QEQM...

NB. Health and well-being is influenced by a number of issues which Local Plans address, for example including housing, open space, design, access to services, walking and cycling etc. Many of these are strategic issues in themselves and co-operation will be required – reference to be made to individual issues.

Opportunities for co-operation in East Kent

Co-operation between all East Kent LPAs needed to identify and plan for any strategic infrastructure requirements, such as A&E and other health services which serve more than one District.

East Kent LPAs should consider joint engagement with Public Health and CCGs/Local Health and Well-being Boards, particularly necessary where CCGs cross administrative boundaries e.g. South Kent Coast CCG (Dover and Shepway), Canterbury and Coastal CCG (Dover, Canterbury and Swale).

NB. There are plans for Ashford CCG and Canterbury and Coastal CCG to merge.

Health & well-being	ABC	CCC	DDC	SDC	TDC	KCC	Relevant Prescribed Bodies under Reg 4 (section 33A (1)(c) of the Act)
ABC		X	X	X	X	X	National Health Service Commissioning Board Clinical Commissioning Groups Others: East Kent Hospitals University NHS Foundation Trust KCC Public Health (Health and Wellbeing Boards) NHS Property Services Kent and Medway SCPTS
CCC	X		X	X	X	X	
DDC	X	X		X	X	X	
SDC	X	X	X		X	X	
TDC	X	X	X	X		X	
KCC	X	X	X	X	X		

Outcomes of co-operation include:

- Use of Joint Strategic Needs Assessment as part of evidence base for Local Plans
- Joint Health and Wellbeing Strategies are taken into account in Plan making

- Draft Local Plans to be taken to Health and Wellbeing Boards
- To understand and plan for health infrastructure requirements at local and strategic level

What co-operation is taking place already?

Individual LPAs are engaging with relevant health providers individually. Following recent re-organisation of health there have been issues identifying the right organisations to engage with, and where engagement has taken place, the health authorities are struggling to provide the information required by LPAs.

KCC Public Health is developing a toolkit to be used by planners. They are also currently looking at roles and responsibilities of the health organisations which should assist in allowing LPAs to talk to the right organisations.

Canterbury have been in discussion with Kent and Canterbury Hospital about potential relocation.

Relevant strategic documents include:

Kent Joint Health and Well-being Strategy <http://www.kent.gov.uk/social-care-and-health/health/health-and-public-health-policies/joint-health-and-wellbeing-strategy>

Kent and Medway Joint Strategic Needs Assessment Update 2013/14
<http://www.kmpho.nhs.uk/jsna/>

Clinical Commissioning Groups Prospectus and Strategic Commissioning Plans
<http://www.thanetccg.nhs.uk/about-us/our-plans-reports-and-strategies/>
<http://www.southkentcoastccg.nhs.uk/about-us/our-plans-reports-and-strategies/>
<http://www.ashfordccg.nhs.uk/about-us/our-plans-reports-and-strategies/>
<http://www.canterburycoastalccg.nhs.uk/about-us/our-plans-reports-and-strategies/>

Next steps and Key Outcomes

KCC Public Health continue work on understanding role and responsibilities

Many of the health organisations are the same across East Kent – consider need for joint engagement event?

Lead officer

Duty to Co-operate - East Kent and Ashford: Housing

National policy and guidance requirements

Provision of housing is a strategic priority on which the NPPF expects joint working to be undertaken for the mutual benefit of neighbouring authorities.

NPPF requires LPAs to prepare Strategic Housing Market Assessments (SHMA) *'to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries'*

NPPF states *'Joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own areas, - for instance, because of a lack of physical capacity or because to do so would cause significant harm to the principle and policies of this framework'*

Opportunities for co-operation in East Kent

- Develop a common understanding of the housing market areas operating within the area
- Where housing market areas cross administrative boundaries consider the need for joint SHMAs and SHELAAAs and/or agree common methodologies
- Aim to meet own needs
- Where an authority can demonstrate and fully justify on the basis of the NPPF, that it is unable to meet its own OAN, consider whether it would be appropriate for the need to be provided within another authority within the housing market area
- Aim to find a robust defensible position by exploring the potential of providing a balance of housing provision across East Kent that will meet the required needs.

Housing	ABC	CCC	DDC	SDC	TDC	KCC	Relevant Prescribed Bodies under Reg 4 (section 33A (1)(c) of the Act)
ABC		X	X	X		X	Homes and Communities Agency
CCC	X		X	X	X	X	
DDC	X	X		X	X	X	
SDC	X	X	X			X	
TDC		X	X			X	
KCC	X	X	X	X	X		

What co-operation is taking place already?

Canterbury, Dover, Shepway, Thanet and Swale have worked together on this issue in the past and commissioned a joint SHMA in 2009.

<http://thanet.gov.uk/your-services/planning-policy/evidence-base/housing/>

There is a history of cooperation between authorities on the issue of housing, through the South East Plan process and the East Kent and Ashford sub-regional work, which demonstrates a long-standing level of co-operation.

Ashford have recently worked with Maidstone and Tonbridge and Malling, jointly commissioning a SHMA. <http://www.ashford.gov.uk/local-plan-2030-evidence-base>

Canterbury, Thanet and Shepway have recently completed their own work on housing need, see respective studies:

Thanet [http://www.thanet.gov.uk/pdf/Economic%20and%20demographic%20forecasts%20for%20TDC%20Feb%202013%20Final web.pdf](http://www.thanet.gov.uk/pdf/Economic%20and%20demographic%20forecasts%20for%20TDC%20Feb%202013%20Final%20web.pdf)

Canterbury <https://www.canterbury.gov.uk/media/273967/canterbury-development-requirements-study.pdf>

Shepway <http://www.shepway.gov.uk/UserFiles/File/pdf/local-plan/cs-submission/Sub%20area%20forecasts%20projections%20for%20Shepway%20DC.pdf>

Thanet is currently considering the need to carry out an updated SHMA, with the first stage of work looking at defining the appropriate housing market area for the study. Involvement of Canterbury and Dover will be required in some form even if not possible to carry out joint study. Discussions have begun at Officer level.

Next steps and key outcomes

Review position across East Kent once CLG household projections have been released, expected autumn 2014.

Identify main constraints to delivering OAN in East Kent, national and local issues, to ensure consistency across the area.

Lead officer

Duty to Co-operate - East Kent and Ashford:

Gypsies and Travellers

National policy and guidance requirements

In tandem with the publication of the NPPF, the Government published the Planning Policy for Traveller Sites (PPTS). This replaces Circulars 01/06 and 04/2007. The policies in the PPTS must be taken into account in preparing development plans and are key material in decision making. The PPTS should be read in conjunction with the NPPF policies.

The PPTS states that the Government's overarching aim is:

To ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community

It is written with a general ambition to more closely align planning for this sector with some of the principles associated with residential development in the NPPF. However, as yet there is no clarity in relation to how and if the Duty to Cooperate will bite in practice.

The PPTS aims to '*ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites*'

The PPTS states that LPAs should '*co-operate with travellers, their representative bodies and local support groups, other local authorities and relevant interest groups to prepare and maintain an up-to-date understanding of the likely permanent and transit accommodation needs of their areas over the lifespan of their development plan working collaboratively with neighbouring local planning authorities*'

Opportunities for co-operation in East Kent

Co-operation between East Kent Authorities required in developing a consistent evidence base, considering the potential of joint plan/policy making, in liaison with KCC Gypsy and Traveller Unit and travellers and their representative groups etc.

Gypsies & Travellers	ABC	CCC	DDC	SDC	TDC	KCC	Relevant Prescribed Bodies under Reg 4 (section 33A (1)(c) of the Act)
ABC	X	X	X	X		X	None prescribed
CCC	X	X	X		X	X	
DDC	X	X	X	X	X	X	
SDC	X		X	X		X	Others includes KCC Gypsy and Traveller Unit and traveller communities and representative bodies
TDC		X	X		X	X	
KCC	X	X	X	X	X	X	

What co-operation is taking place already?

East Kent Gypsy, Traveller and Travelling Showpeople Accommodation Assessment was jointly commissioned for Canterbury, Dover, Shepway and Thanet - completed 2014.

<http://www.dover.gov.uk/Planning/Planning-Policy/PDF/Updated-Gypsy,-Traveller-and-Travelling-Showpeople-Accommodation-Assessment-2014.pdf>

Key conclusions:

- Current authorised residential provision totals 83 pitches
- Total residential pitch/plot need (2013-2027) totals 64 (CCC – 40; DDC – 17; SDC – 7; TDC -0)
- Study predicated on an understanding that it was unlikely to be feasible, and possibly not sustainable, for need NOT, to be addressed in the LPA where it arises.
- Joint Plan/Policy making not currently seen as desirable by officers of the 4 councils.

Ashford carried out similar study commissioned jointly with Tonbridge and Malling, Gravesham, Medway and Swale in 2013. <http://www.ashford.gov.uk/local-plan-2030-evidence-base>

- Current Ashford residential provision totals 128 pitches
- Residential pitch need in Ashford (2013-2028) totals 57

Next steps and key outcomes

Explore potential for a joint DPD across East Kent, based upon the shared evidence base.

Lead officer

Duty to Co-operate - East Kent and Ashford: Water supply and Waste Water

National policy and guidance requirements

NPPF (Para 162) states that 'LPAs should work with other authorities and providers to...assess the quality and capacity of infrastructure for....water supply, wastewater and its treatment.'

NPPG states:

'Early discussion between local planning authorities and water and sewerage companies, so that proposed growth and environmental objectives are reflected in company business plans, will help ensure that the necessary infrastructure is funded through the water industry's price review'

'Water supply and water quality concerns often cross local authority boundaries and can be best considered on a catchment basis. Liaison between local planning authorities, the Environment Agency, catchment partnerships and water and sewerage companies from the outset will help to identify water supply and quality issues, the need for new water and wastewater infrastructure to fully account for proposed growth and other relevant issues such as flood risk. The duty to co-operate across boundaries applies to water supply and quality issues.'

'Wastewater treatment plants are waste developments and handled by the waste planning authority so it is important in two-tier areas for district and county councils to work closely on these matters'

Opportunities for co-operation in East Kent

- Catchment based approach – management catchments that the EA use for managing availability of water for abstraction as a starting point – these will often cross administrative boundaries
- River Basis Management Plans, and groundwater source protection zones cross boundaries in East Kent – need for joint/consistent policies
- Consider the need for joint water cycle studies
- Joint liaison with water providers where they are the same across administrative boundaries
- Early discussions with water and sewerage companies regarding proposed growth and environmental objectives
- Co-operation with KCC regarding proposals for waste water treatment plants

Water supply, waste water and water quality	ABC	CCC	DDC	SDC	TDC	KCC	Relevant Prescribed Bodies under Reg 4 (section 33A (1)(c) of the Act)
ABC		X	X	X	X	X	Environment Agency Others: Southern Water South East Water Affinity Water
CCC	X		X	X	X	X	
DDC	X	X		X	X	X	
SDC	X	X	X		X	X	
TDC	X	X	X	X		X	
KCC	X	X	X	X	X		

What co-operation is taking place already?

Water providers consider the cumulative impact of new development across their areas through Water Resource Management Plans:

<http://www.southernwater.co.uk/about-us/about-southern-water/our-publications/our-reports/WRMP/>

<http://www.southeastwater.co.uk/about-us/our-plans/water-resources-management-plan/wrmp-library>

<https://stakeholder.affinitywater.co.uk/water-resources.aspx>

Joint liaison has taken place between Local Authorities and the water companies when producing their Water Resource Management Plans.

Local authorities liaise with Environment Agency, normally on an individual basis.

Local authority have produced their own water Cycle Strategies/Topic Papers

Dover <http://www.dover.gov.uk/Planning/Planning-Policy/Local-Development-Framework/Evidence-Base/Studies/INFRWaterCycleStudy.pdf>

Thanet <http://www.thanet.gov.uk/pdf/Water%20Cycle%20Topic%20Paper%20May%202013.pdf>

Shepway <http://www.shepway.gov.uk/UserFiles/File/pdf/local-plan/cs-submission/Water%20Cycle%20Study%202011.pdf>

Ashford <http://www.ashford.gov.uk/download.cfm?doc=docm93ijim4n757.pdf&ver=1107> (includes Water

Next Steps and key outcomes

Consider the need for further joint liaison with water supply and waste water providers.

Lead officer

Duty to Co-operate - East Kent and Ashford: Flooding and Coast

National policy and guidance requirements

NPPF (Para 162) states that 'LPAs should work with other authorities and providers to...assess the quality and capacity of infrastructure for....flood risk and coastal change management'

Co-operation and engagement needed between LPAs and:

- Environment Agency
- Marine Management Organisations
- Lead local flood authorities (KCC)
- Internal drainage Boards (River Stour (Kent) Internal Drainage Board)
- Reservoir Undertakers
- Navigation Authorities

Opportunities for co-operation in East Kent

Co-operation between East Kent LPAs:

- Coastal change management areas identified through Local Plan – policy units and issues will often cross administrative boundaries - potential for shared evidence base/studies and consistent policies.
- Integrated Coastal Zone Management required – in coastal areas LPAs should collaborate with the MMO to ensure plans and policies across the land/sea boundary are coordinated, this may be relevant across administrative boundaries.
- Where flood zones and/or river catchment areas cross administrative boundaries e.g. River Stour consider need for joint Strategic Flood Risk Assessments
- Where flood risk areas provide a constraint to achieving required levels of development
- Where development proposals result in flood risk/coastal change impacts across administrative boundaries

Flooding & Coast	ABC	CCC	DDC	SDC	TDC	KCC	Relevant Prescribed Bodies under Reg 4 (section 33A (1)(c) of the Act)
ABC		X	X	X	X	X	Environment Agency
CCC	X		X	X	X	X	Marine Management Organisation
DDC	X	X		X	X	X	Natural England
SDC	X	X	X		X	X	Other: River Stour Internal Drainage Board
TDC	X	X	X	X		X	
KCC	X	X	X	X	X		

What co-operation is taking place already?

South East Coastal Group – brings together local authorities, EA and other maritime operating orgs to achieve co-ordinated strategic management of the shoreline between the Isle of Grain and Selsey Bill.

Management plans have been produced that cover the East Kent area and wider, which LPAs use as part of evidence base to inform policies.

Shoreline Management Plans

http://www.se-coastalgroup.org.uk/wp-content/uploads/2012/02/SF2BH-SMP_Main-Doc.pdf

<http://www.se-coastalgroup.org.uk/wp-content/uploads/2012/02/IGSF-SMP-Report.pdf>

River Stour Catchment Flood Management Plan

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/293884/Stour_Catchment_Flood_Management_Plan.pdf

River Stour (Kent) Internal Drainage Board Policy Statement on Flood Protection and Water Level Management <http://www.riverstouridb.org.uk/documents/policystatement.pdf>

Kent Local Flood Risk Management Strategy <http://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/flooding-and-drainage-policies/kent-flood-risk-management-plan>

Other relevant documents and evidence

Strategic Flood Risk Assessments

<http://www.ashford.gov.uk/download.cfm?doc=docm93jjm4n757.pdf&ver=1107> (includes Water Cycle Strategy)

<https://www.canterbury.gov.uk/media/284220/sfranontecsummary.pdf>

[http://www.dover.gov.uk/Planning/Planning-Policy/Local-Development-Framework/Evidence-Base/Studies/Strategic-Flood-Risk-Assessment-\(SFRA\).aspx](http://www.dover.gov.uk/Planning/Planning-Policy/Local-Development-Framework/Evidence-Base/Studies/Strategic-Flood-Risk-Assessment-(SFRA).aspx)

<http://www.shepway.gov.uk/content/view/201372/206>

<http://thanet.gov.uk/your-services/planning-policy/evidence-base/strategic-flood-risk-assessment/>

Water Cycle Strategies/Topic Papers/ Coastal Change Management Areas

<http://www.dover.gov.uk/Planning/Planning-Policy/Local-Development-Framework/Evidence-Base/Studies/INFRWaterCycleStudy.pdf>

<http://www.dover.gov.uk/Planning/Planning-Policy/PDF/Evidence-Base-2013/EvidenceBaseSD/SD47-Coastal-Change-Management-Area-Mapping-Study.pdf>

<http://www.thanet.gov.uk/pdf/Water%20Cycle%20Topic%20Paper%20May%202013.pdf>

<http://www.shepway.gov.uk/UserFiles/File/pdf/local-plan/cs-submission/Water%20Cycle%20Study%202011.pdf>

<http://www.shepway.gov.uk/UserFiles/File/pdf/local-plan/cs-submission/Water%20Cycle%20Study%202011.pdf>

Next Steps and Key Outcomes

Understand where coastal change management areas cross boundaries and develop consistent policies.

Ensure co-ordination of individual SFRA's

Lead officer

Duty to Co-operate - East Kent and Ashford: Habitats Regulations and Green Infrastructure

National policy and guidance requirements

The Habitat Regulations contain provisions for the consideration of the potential impacts of allocated development in emerging local plans upon European Wildlife Sites (which may or may not be within the same local authority area).

NPPF requires planning policies to '*plan for biodiversity at a landscape-scale across local authority boundaries*'

Opportunities for co-operation in East Kent

The East Kent coastal areas, in particular, and some inland sites, are designated as Sites of Special Scientific Interest, National Nature Reserves, Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar Sites. They are designated for a range of interests, but the primary interest of concern to the East Kent authorities is the presence of wild bird species.

In summary, Natural England's position is that, without proper mitigation, the level of development proposed in East Kent will have a likely significant effect on international wildlife interests, primarily resulting from recreational pressures deriving from the new housing. There are also other more localised issues that need to be addressed (for example, in Canterbury, in one part of the district, there is an air quality issue affecting one of the international wildlife sites).

H.Regis & G.I.	ABC	CCC	DDC	SDC	TDC	KCC	Relevant Prescribed Bodies under Reg 4 (section 33A (1)(c) of the Act)
ABC		X	X	X		X	Natural England
CCC	X		X		X	X	Marine Management Organisations
DDC	X	X		X	X	X	Kent Nature Partnership
SDC	X		X			X	Others: Kent Wildlife Trust, RSPB, Sandwich Bay Bird Observatory, British Trust for Ornithology
TDC		X	X			X	
KCC	X	X	X	X	X		

What co-operation is taking place already?

The East Kent authorities have been developing policy approaches to the particular issues in their districts, but with the aim of ensuring that these are complementary and integrated across the area. The East Kent authorities have been meeting regularly to discuss the emerging issues and ways forward over the last 2-3 years as work has progressed on Core Strategies and Local Plans. An East Kent Green Infrastructure Group is in place to consider joint working on these issues.

Dover DC has prepared a Green Infrastructure Strategy. The intention was that the other East Kent LPAs would also prepare Green Infrastructure Strategies as necessary, and these should be complementary to each other and provide an integrated strategy for the area as a whole.

Dover, Canterbury, Shepway and Thanet have recently commissioned a study with the aim of pulling together the existing evidence base and setting out options for the way forward. This is to be published shortly.

Engagement with Natural England

The various LPAs have engaged with Natural England and other relevant bodies from an early stage and this work continues. This has been undertaken primarily through direct contacts between the LPAs and Natural England, but also through other means.

An example of this engagement is the Thanet Coast stakeholder meeting that took place in January 2014. As well as the local planning authorities and Natural England, the other bodies involved in the workshop were Kent County Council, the Kent Wildlife Trust, the RSPB, the National Trust, Sandwich Bay Bird Observatory Trust, and the British Trust for Ornithology. At the workshop, a number of key issues were discussed, including levels of development in the area, the latest research in habitat/wildlife trends and a range of potential mitigation measures to be considered.

Proposed Response of LPAs and Joint Working

The East Kent authorities have responded to these issues by developing policy frameworks to ensure that proper mitigation can be achieved. The mitigation measures include the following, and are based on an understanding of "zones of influence", which identify the proximity of development areas to sensitive international wildlife interests. These measures can be applied in different ways in different areas, as appropriate:

- (1) Wardening of sensitive international wildlife sites, and increased education, to be funded by the development in perpetuity;**
- (2) Ongoing monitoring and surveys of sensitive sites in the district to be funded via the wardening programme;**
- (3) Consideration of other measures as required (for example, access management); and**
- (4) The provision of open space on new development sites.**

The East Kent authorities are also working together on the provision of mitigation measures. For example, Canterbury and Thanet are considering a shared wardening scheme for that part of the Thanet coast.

Next steps and Key Outcomes

At present, the various LPAs are at different stage of the development plan process, and preparing Green Infrastructure Strategies. However, as the various Plans and Strategies are put in place, it is intended that this would provide a coherent and integrated approach to the mitigation of impacts on international wildlife sites and a co-ordinated approach to the provision of green infrastructure.

Continue to work together to ensure consistent mitigation strategies to deal with the SPA.

Continue to use common typologies for defining green infrastructure in individual authority Local Plans.

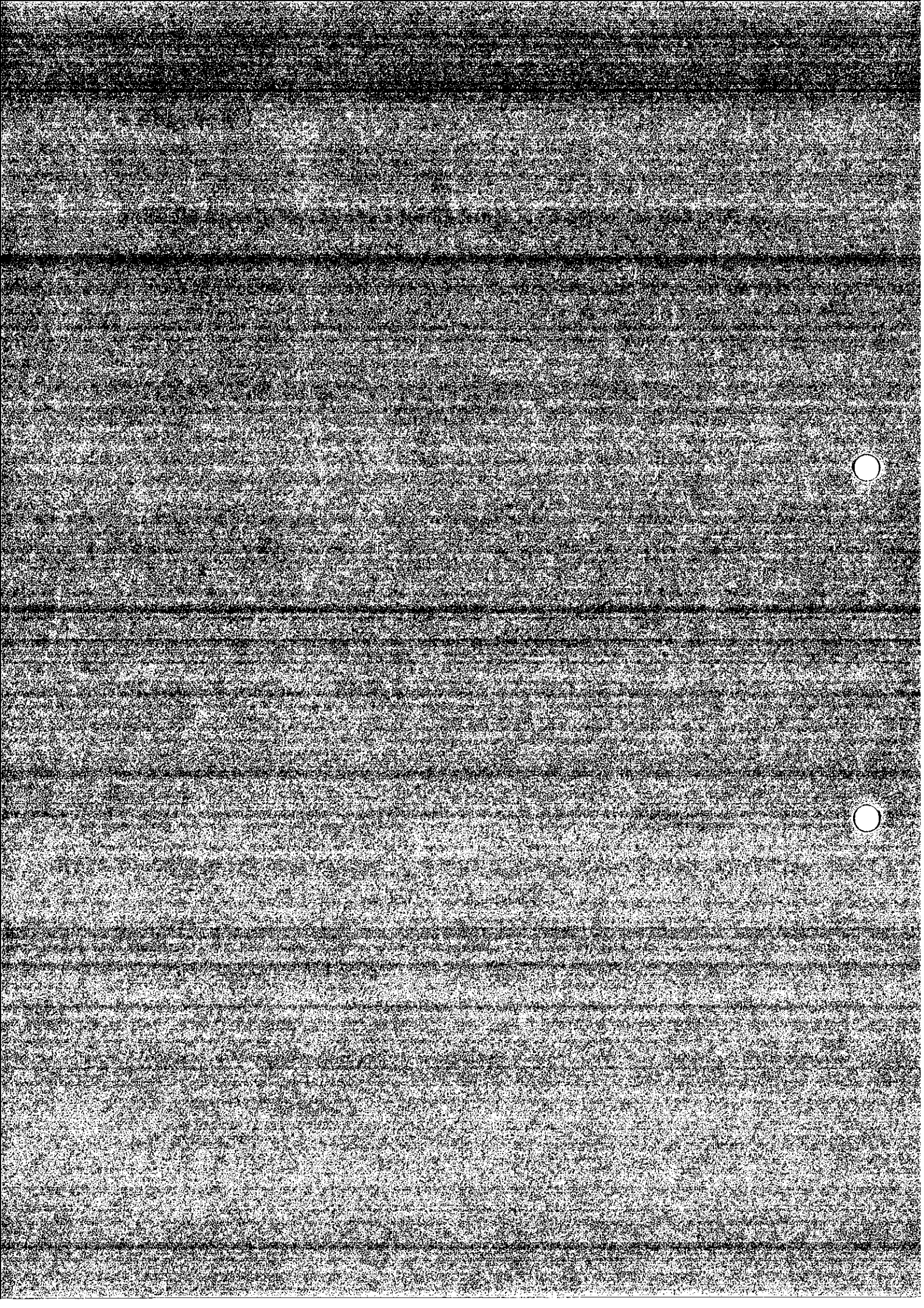
Liaison with Kent Local Nature Partnership.

Lead officer

Appendix 6

Minutes from the East Kent Chief Executive Officers Meeting

2/4/14



See item 5

EAST KENT CHIEF EXECUTIVES FORUM

**Minutes of a meeting of East Kent Chief Executives Forum
held on Wednesday, 2 April 2014 in Tower House, Westgate, Canterbury**

PRESENT Colin Carmichael (Chairman), John Bunnett, Nadeem Aziz, Alistair Stewart, Ross Gill and Susan Priest, SDC and Richard Alderton, ABC

Administrator for the meeting: Matthew Archer, CCC

Action by

1. **APOLOGIES FOR ABSENCE**

Apologies received from Sue McGonigal and Barbara Cooper.

2. **MINUTES OF THE MEETING OF 5 MARCH 2014**

The minutes were agreed as a correct record.

3. **EAST KENT OFFICER UPDATE**

Susan Priest summarised the revised schedule of priorities to be

5. **DUTY TO COOPERATE** - *report attached!*

It was AGREED:

1. To adopt an administrative model at political and officer levels for handling the duty in East Kent and Ashford.
2. That the draft memorandum of understanding appended to the report be endorsed, subject to any further comments.
3. That the draft work plan outlined in the report be supported and that Richard be asked to draw together an officer group consisting of other professional colleagues to take the project forward.
4. That the proposals be submitted to EKRB on 16 April for political endorsement.

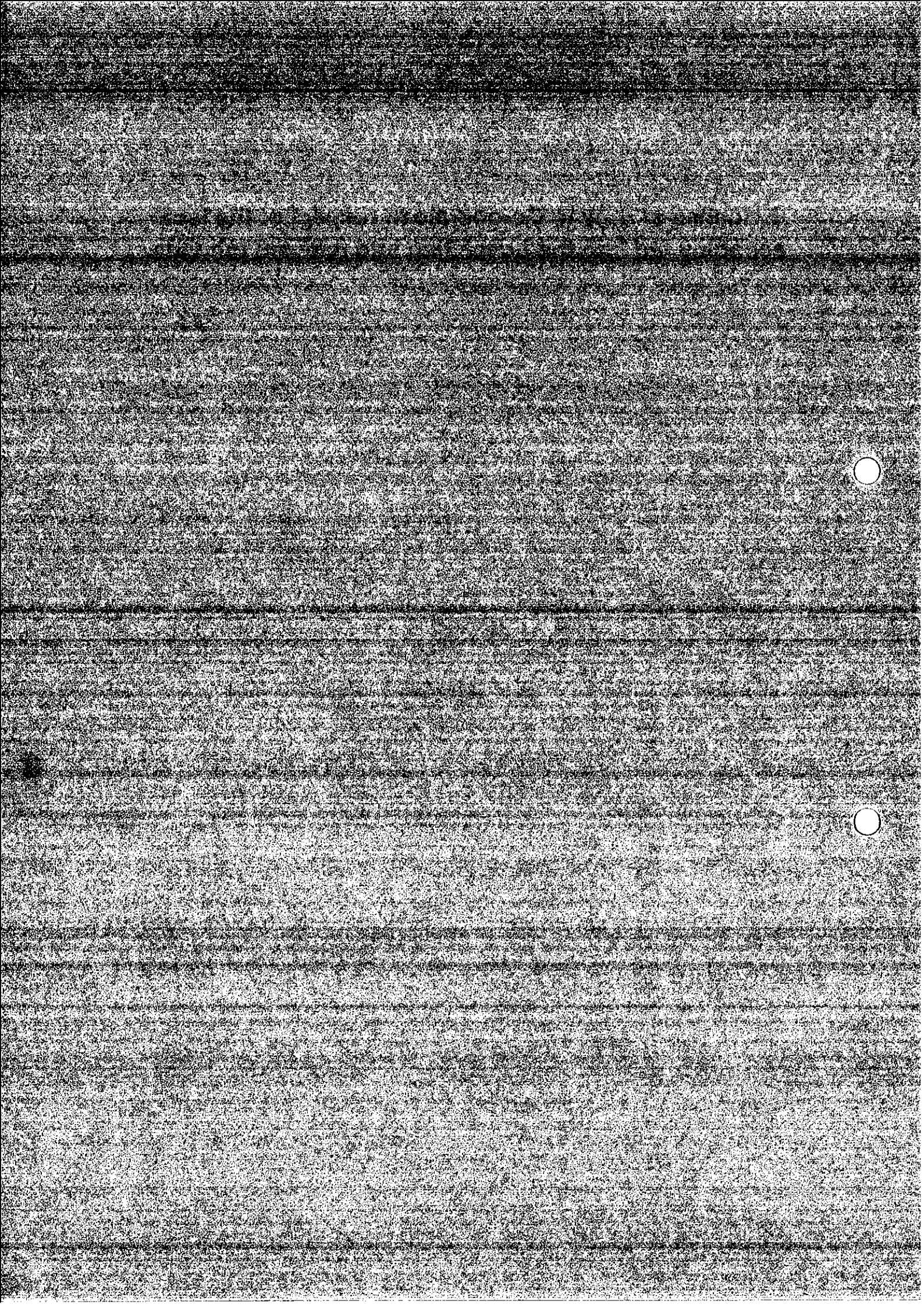
Richard Alderton

6. **LEP SUBMISSION AND K&M CHAPTER**

Ross Gill confirmed that the Plan had now been submitted and feedback was awaited from government. The use of SEFund needed further clarification. Ross said he would continue to work with the East Kent Officer Group to refine the proposals in the East Kent Plan and to ensure that the process related to funding streams at East Kent and LEP level were clarified as the governance arrangements were



Evidence of duty to Co-operate in respect of the local economy fed into the Local Plan and relevant minutes.



Business Consultation – Canterbury District Local Plan process, 2010-2015

Kent Invicta Chamber of Commerce (District Business Group) meeting	Presentation to group on Draft Core Strategy notably plans for economic development and employment land review	Ongoing communication with business community on emerging plans Chamber has chosen to give feedback/comments at each stage	Engagement and consultation
Canterbury 4 Business (C4B) board meeting – District's economic partnership	Presentation to board regarding results of consultation on Draft Core Strategy	Part of ongoing engagement with business community regarding spatial planning issues	Discussion
Canterbury for Business (C4B) /City Centre Partnership	Wincheap viability presentation	To inform local business about developing work for the Wincheap Regeneration Area	Presentation /Q&A
Canterbury 4 Business (C4B) – District's economic partnership	Briefing to delegates regarding Local Plan issues and the outcomes from Development Requirements Study and Public Opinion Research	C4B delegates raised issues and commented on emerging studies Officers answered delegates' questions	Presentation /Q&A/ discussion
Canterbury4 Business (C4B) and Canterbury City Centre Partnership	Business Briefing on the Local Plan	Advice to local stakeholders on Local Plan and up-coming consultation	Discussion

<p>Canterbury 4 Business (C4B) Board – District's economic partnership meeting</p>	<p>Presentation to businesses/ stakeholders regarding Draft Employment Land Review</p>	<p>Shared emerging findings/ implications for businesses and economy Comments covered housing/ employment balance, need to deliver business space (using s106), importance of graduates Comments reviewed and reflected in ELR / Draft LP Chapter 3 narrative</p>	<p>Canterbury</p>	<p>Presentation / Meeting</p>
<p>Canterbury 4 Business (C4B) – District's economic partnership</p>	<p>Local Plan Conference for businesses</p>	<p>Local businesses involved in discussion of Local Plan policy and consultation process</p>	<p>Canterbury</p>	<p>Presentation and Q&A</p>
<p>Canterbury 4 Business (C4B) Board – District's economic partnership meeting</p>	<p>Board review of recent Local Plan Conference</p>	<p>100 delegates had attended conference 90% of delegates felt that the Local Plan process and aims had been clearly communicated while 60% stated that they would be involved in consultation The Board agreed to submit formal response to Local plan consultation</p>		<p>Discussion</p>
<p>Canterbury 4 Business (C4B) Board – District's economic partnership meeting</p>	<p>Chairman briefed board on C4B's response/comments to Local Plan preferred option consultation</p>	<p>Board reviewed key points from response C4B formally supported principles of Local Plan and welcome focus on growth and employment and development of District's business base</p>		<p>Discussion</p>

<p>Canterbury 4 Business (C4B) - District's economic partnership</p>	<p>Briefing on draft Local Plan publication; discussion of issues relating to the local economy and new business development.</p>	<p>Part of ongoing business engagement as the Plan progresses. C4B discussed the number of proposed new houses, transport issues in and around Canterbury, job creation on new business sites and urged the need to encourage leisure/culture in the Plan. Officers took comments away reviewing comments as appropriate</p>	<p>Canterbury</p>	<p>Presentation / Discussion/ Q & A session</p>
<p>Kent Invicta Chamber of Commerce (District Business Group)</p>	<p>Presentation on Local Plan and Transport Strategy</p>	<p>Chamber made several comments and suggestions regarding student accommodation, Canterbury West, transport issues and business accommodation</p>		<p>Presentation / discussion</p>
<p>Kent Invicta Chamber of Commerce (District Business Group) – Canterbury Innovation Centre</p>	<p>Presentation on how Local Plan can support economic/employment growth to Chamber businesses to raise awareness/ discuss plans for business sites/job creation</p>	<p>Chamber committed to working with Council to complement new Local Plan with business support Point noted regarding importance of future hotel proposal having conference space KICC had submitted LP comments at each stage endorsing the view of C4B in supporting the principles of the Draft Plan</p>		<p>Presentation /Meeting/Discussion</p>
<p>Kent Invicta Chamber of Commerce (District Business Group)</p>	<p>Gave update on Local Plan process. Discussed housing market and need for Local Plan to address housing shortage in Canterbury</p>	<p>Development industry underline local housing shortage issue</p>		<p>Meeting</p>

	Federation of Small Businesses (FSB) meeting	Update on Local Plan and related work affecting businesses in the district	FSB to feed economic intelligence to CCC regards business needs (incl. workspace/infrastructure) via FSB member survey		Meeting
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KENT INVICTA CHAMBER OF COMMERCE

Canterbury District Economic Development Group (CDEDG)

Thursday 18th September 2014
Canterbury Innovation Centre

RECORD OF THE MEETING

Present:

Carole Barron (CB)	University of Kent - Chair
Robyn Ford (RF)	University of Kent – Secretary
Andy Page (AP)	PH Accountancy
Peter Hawkes (PH)	Furley Page Solicitors
Debbie Trewerne (DT)	Chives Catering
Andy Davies (AD)	Handlesbanken
Tudor Price (TP)	Kent Invicta Chamber of Commerce
Nick Churchill (NC)	Canterbury City Council

1. Welcome and apologies

CB welcomed Nick Churchill, Strategic Regeneration Manager at Canterbury City Council.

Other members of the group introduced themselves, the following apologies were received:

Apologies were received from:

Heather Novak	Nova IT Solutions
Andrew Walker	Betteridge and Milsom
Adrian Thompson	Foxwood Maclean Estate Agents
Martin Tanner	ADM Computing
Mark Hill	Canterbury College
Michael Stannard	Cardy Construction Ltd
Jo James	Kent Invicta Chamber
Pat Mills	Clague
Paul Gardiner	BFS Consulting Engineers
Andy Harris	A1 Webstats
Sezen Zeki	Kent Invicta Chamber of Commerce
David Hurst	Reeves & Co
Helen Topliss	Effective Partnerships

2. Notes and outstanding actions of previous meeting

2.1. The record of the CDEDG group meeting held on 17th June was approved.

2.2. There were no outstanding actions.

3. Planning Application – (AP)

3.1. AP of PH Accountancy raised a pre-planning query regarding a proposed extension to their office premises in Whitstable. The advice provided by the Planning Officer was that the proposed extension of the building would conflict with the aims of the National Planning Policy Framework and the Local Plan to preserve and enhance heritage assets. The group recommended that AP seek advice from Pat Mills, for his experience of planning applications.

4. Chamber Update

TP presented the chamber update;

- 4.1. The Membership retention total stands at 94.3% YTD up to 31st July. The high level of membership activity is partly attributable to the new membership secretary, Linda Marsh.
- 4.2. Canterbury B2B received positive feedback, this is as a result of the event being more localised than before which, despite attracting less footfall, increases opportunity to trade. The only criticism received was that the venues were too small.
- 4.3. The national initiative Business Growth Hub, <http://businessgrowthhub.com/>, has gained momentum with 27 already established around the UK. The proposed hubs aim to provide a centralised point for businesses to access all the support, funding and guidance that is available through both public and private sector mediums. The Chamber sits on the steering group for this initiative which is being implemented by BIS. It is hoped that there will be funding for a hub in the south east which will improve the synergy between businesses and support schemes. This proposal will not be streamed until March 2015.
- 4.4. Expansion East Kent, has received £35M funding and is due to run in March 2016, uptake was slow to begin with but is gradually gaining impetus especially with the inclusion of Ashford.
- 4.5. The Success Grant Fund, originally a funding pot for creative projects in Thanet, has been expanded to include Canterbury and the scope of applications has been broadened too. The final details about this funding will be circulated soon.

5. Substantive Item – (NC)

How can the Local Plan deliver Economic Growth?

It was noted:

The Local Plan (the district's Development Plan) will help to set the conditions required to generate employment across a range of sectors but with particularly emphasis upon B1-B8 planning uses (e.g. offices, light industrial, warehousing, distribution, studios etc). The presentation focuses on how the Local Plan will aim to deliver sites allocated for these uses.

Almost 2,300 jobs were lost from the local economy between 2008 and 2012 largely as a result of contractions in the number of public sector employees (public administration and defence), the construction sector and retail & hospitality. Despite this there was growth locally in the professional services and science/technology related jobs in particular.

In fact so called 'knowledge economy' jobs have been the most resilient through the economic downturn, which is why facilities such as the Innovation Centre have been so important. According to research of knowledge economy growth in US/Canadian cities by eminent economists, an innovation/knowledge job can have a multiplier effect of creating approximately 4-5 additional jobs elsewhere in a local economy, typically in local professional services and hospitality.

Despite a reasonable level of new business start-ups (i.e. business registrations) each year in the district this has been negated by an almost equivalent level of business closures. Also per 10,000 of the working population of the district the level of start-ups in Canterbury is low compared to county, regional and national levels.

Overall this evidence base for the Local Plan demonstrates a need to build a larger and more diverse private sector in order to re-balance the employment base away from the public sector which is likely to contract further over the next five years. It is therefore important to ensure that the Local Plan can set the conditions for this to happen and to effectively equip firms with the space they need to capitalise upon the growing recovery in the national economy.

Important studies and research that have fed into the Local Plan have included the Canterbury Futures Study, a Development Requirements Study, Employment Land Review as well as an IPSOS Mori public opinion survey of 900 residents from across the district that illustrated a degree of public support for new homes as long as this was accompanied by space/support for new businesses and new jobs.

The Local Plan proposes some 16,000 new homes and 100,000m² of new office and industrial space. In terms of opportunities for businesses to expand and for new inward investors, there would be circa 70,000m² of employment space capacity on Canterbury sites, an additional 8,500m² on Whitstable sites including a proposed extension to the Joseph Wilson Industrial Estate and in the region of 40,000m² additional capacity at Herne Bay sites. There is also potentially 24,000m² of business space capacity that could be used at rural locations such as Sturry and Lakesview Business Park.

In terms of the potential number of jobs that could be accommodated, this could be as much as 1,600 jobs in Canterbury, 500 in Whitstable, 1,300 in Herne Bay, 750 in rural areas as well as 2,000 plus new jobs in non B1-B8 use sectors such as retail and hospitality, car dealerships, education, healthcare and so on. The Local Plan will look to plan for in the region of 6,500 new jobs in the district up to 2031.

The Local Plan approach to employment site delivery combines a mixture of incentives and policy based measures, which can be described as a 'carrot and stick type approach. This includes an independent test of Local Plan site viability which is also potentially helped by the recent £6m funding secured towards the costs of the Sturry Crossing infrastructure improvements. It also seeks to protect existing space from speculative changes of use from office/industrial to housing as well as retaining the best quality existing employment sites for future business use. At the same time developers could be encouraged to supply 'serviced' employment sites (e.g. infrastructure, utilities and telecommunications) to the market or using so called 'trigger points' in section 106 agreements, which tie the rate of housing construction together with the delivery of commercial space such as offices.

Another approach worthy of consideration is to allow the introduction of higher value uses such as retail or car dealerships to help deliver much needed infrastructure in existing employment sites. The proposal for a 10,000m² Sainsbury's superstore on Altira Business Park in Herne Bay is one such

example where the developer has agreed to install required infrastructure (e.g. extend spinal road, add circulation roads and telecommunications) together with building some 3,000 m² of new business space (light industrial and distribution). There is arguably this kind of flexibility in the Draft Local Plan to enable this to happen elsewhere.

The Council appreciates the importance of existing partners such as the Chamber of Commerce particularly in helping to complement Local Plan based planning interventions with business support.

The group discussed the benefits that could be gained by having a space for hosting conferences in Canterbury.

6. A.O.B

- 6.1. It was agreed that it would be good to have an update from SELEP and KMEP about funding pots and regarding what they can offer local businesses.
- 6.2. It was agreed that it would be beneficial to invite Linda Marsh to attend a CDEDG meeting to talk about membership to the Chamber.
- 6.3. The Canterbury Innovation Centre is at 96% capacity.
- 6.4. TP invited everyone to attend a Construction and Engineering expo on 8th October at Kent Event Centre Dealing.

7. Meeting dates

- 7.1. The date of the next meeting is Thursday 20th November from 5:00-6:30pm in meeting room 2 at the Canterbury Innovation Centre.
- 7.2. The group were encouraged to attend the **Chamber AGM on 24th October.**

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The Council appreciates the importance of existing partners such as the Chamber of Commerce particularly in helping to complement Local Plan based planning interventions with business support.

The group discussed the benefits that could be gained by having a space for hosting conferences in Canterbury.

6. A.O.B

- 6.1. It was agreed that it would be good to have an update from SELEP and KMEP about funding pots and regarding what they can offer local businesses.
- 6.2. It was agreed that it would be beneficial to invite Linda Marsh to attend a CDEDG meeting to talk about membership to the Chamber.
- 6.3. The Canterbury Innovation Centre is at 96% capacity.
- 6.4. TP invited everyone to attend a Construction and Engineering expo on 8th October at Kent Event Centre Dealing.

7. Meeting dates

- 7.1. The date of the next meeting is Thursday 20th November from 5:00-6:30pm in meeting room 2 at the Canterbury Innovation Centre.
- 7.2. The group were **encouraged to attend the Chamber AGM on 24th October.**

Press release
10 June 2014

C4B conference focuses on Local Plan and Transport Strategy

Canterbury City Council's Local Plan and the draft Canterbury District Transport Strategy were top of the agenda at the recent breakfast conference for local businesses organised by Canterbury4Business (C4B).

Colin Carmichael, Chief Executive of Canterbury City Council, encouraged businesses to share their views on both the proposals, which will have a major impact on the economy of the district.

The Local Plan, now in its final draft, outlines proposals for new business, housing and public open space across the district until 2030. It reflects feedback received from businesses and residents following publication of the first draft last summer.

Mr Carmichael also explained the importance of the draft Canterbury District Transport Strategy and how it links to the Local Plan. The strategy, produced by Canterbury City Council and Kent County Council, provides the transport policy framework for the district over the same timeframe. The main aim of the strategy is to provide access to services, goods and opportunities and to tackle the negative impacts of traffic.

Delegates' questions included queries about the number of new houses included in the Local Plan and how car drivers could be encouraged to mitigate the number of car journeys.

Businesses can view both proposals and submit their comments online at www.canterbury.gov.uk before the public consultation closes on 18 July.

Ends

Press contact: Hollie Pitts, SEA Ltd. Tel: 01227 768808



**Canterbury 4 Business
BOARD MEETING
MINUTES**

Date	Friday 12 July 2013
Location	Hall Place
Present	<ul style="list-style-type: none"> ▪ Paul Barrett (Chairman C4B) ▪ Alison Hargreaves (Executive Support Officer to Colin Carmichael, note taker) ▪ Dawn Hudd (Culture & Enterprise, Canterbury City Council) ▪ Kris Lancaster (Simon Edridge Associates) ▪ Bob Jones (CX, Canterbury City Partnership) ▪ John Beattie (Amberley Associates) ▪ Mark Isom (Director, D Isom Printers and Herne Bay Town Partners) ▪ Audrey Songhurst (Director of the Research and Enterprise Development Centre CCCU) ▪ Peter Hawkes (Partner, Furley Page) ▪ Rob Suckling (Senior Commercial Manager, HBSC) ▪ George Wilson (MD, George Wilson Holdings) ▪ Eileen Hargreaves (Voluntary Sector) ▪ Carole Barron (University of Kent) ▪ Clive Relf (Tax Partner, Reeves & Neylan) ▪ Colin Carmichael (Chief Executive, Canterbury City Council) ▪ Paul Southgate (Stagecoach) ▪ Natalia Sukhram (startmybiz)
Apologies	<ul style="list-style-type: none"> ▪ Jo James (CX, Kent Invicta Chamber of Commerce) ▪ Jonathan Watts (MD, Lenleys & Vice Chairman C4B) ▪ Mark Woollard (Woollard & Kent Funeral Services and Whitstable Chamber of Commerce) ▪ Jim Pace (G W Finn & Sons) ▪ John Baldock (Pro Vice Chancellor, University of Kent), Carole Barron is attending on his behalf
Not present:	<ul style="list-style-type: none"> ▪ Mark Hill (Director of Business Development, Canterbury College)
Distribution	<ul style="list-style-type: none"> ▪ As above ▪ Councillors – Leaders of the 3 groups ▪ Local Chambers of Commerce ▪ Website, once approved by the board.

Canterbury 4 Business

1	<p>Arrival and refreshments</p>
2	<p>Introductions and apologies Declarations of interest There were no declarations of interest.</p>
3	<p>Minutes of previous meeting 31 May 2013 The minutes were approved as an accurate record.</p>
4	<p>Actions from last meeting and Matters arising See attached sheet.</p>
5	<p>Chairman's Update SELEP & Kent Economic Board. Paul Barrett advised that there are proposed changes to SELEP which will involve a move to a federated LEP where the counties will work under the overall LEP whilst having responsibility for their own areas. Chair is still being sought and the Director Susan Priest has also resigned. Carole Barron reported that the SELEP has been awarded £163million European Structural Funds.</p> <p>The Thames crossing is still being discussed and Option C variant is favoured by the LEP but the districts involved are less in favour. The consultation has now started and will last 6-8 weeks. If approved, Brenley Corner and the A2 at Lydden will be upgraded to support additional traffic from the ports and Colin Carmichael advised that CCC will support this option with the road upgrades.</p> <p>Paul Barrett reported that the Paramount development in North Kent will employ 7,000 employees which will be recruited locally however all employees will need to speak Mandarin or Russian and therefore there are plans to convert a local school to an academy to teach these languages.</p> <p>There is more consultation due to take place regarding an estuary airport although it was noted that both Kent and Essex are against this.</p> <p>It was noted that there are also plans to increase the speed of trains from Ashford to Ramsgate.</p>
6	<p>StartMyBiz update - Natalia Sukhram/Bob Jones Natalia presented a report on progress with StartMyBiz.</p> <p>The following points were highlighted:</p> <p>The website is being relaunched with a new directory which is being made more user friendly and has received good feedback.</p> <p>The Student Makers Markets will be run on the last Thursday of every month in Canterbury city centre and this has been arranged in conjunction with CCC. These have been very successful and promote links with StartMyBiz.</p> <p>The Yorkshire Building Society building in St Margaret's Street is being investigated for redevelopment to include start up space.</p> <p>A pop-up shop workshop is also being arranged as this is growing in demand.</p> <p>7 Hills has developed a new initiative with KCC to set up a school for start ups for creative businesses in Folkestone and if businesses are successful KCC will cover the cost of their</p>

Canterbury 4 Business

	<p>training.</p> <p>It was suggested that a record is kept of the number of new businesses and jobs that have been created via the project as this could be key in securing future funding.</p> <p>Future funding is a concern and it was noted that KCC should be kept informed of successes.</p> <p>Startup Britain bus is visiting Canterbury next Wednesday 17 July.</p>
7	<p>Local Plan Conference feedback – Paul Barrett</p> <p>Dawn Hudd tabled a short report summarising the questions asked at the conference. Paul Barrett commented how successful the conference had been with 100 people attending. Feedback has been good and 90% who gave feedback felt that the process and aims had been clearly communicated and 60% stated that they would get involved in the consultation.</p> <p>Colin Carmichael commented that businesses need to feed into the CCC decision making process and stressed that businesses need to contribute to the consultation for their views to be known. C4B was asked to contribute as a Board.</p> <p>The Board discussed the importance of making the business voice heard and agreed that Paul Barrett would draft a response on behalf of C4B.</p> <p>Action: Paul Barrett to draft a response</p> <p>Colin Carmichael reported that the press had picked up on discussions around a satellite grammar school in Herne Bay which will create provision in the coastal towns and possibly reduce traffic congestion in Canterbury centre. This is a KCC initiative but is supported by CCC.</p> <p>It was commented that the proposed Richborough power grid goes across 2 of the CCC development sites and it was noted that this will affect where housing can be sited.</p>
8	<p>Business Improvement District update – Bob Jones</p> <p>Bob Jones reported that the BID conference was held in early June and was excellently chaired by Clive Relf.</p> <p>It was a very successful conference and stimulated active discussion between those for and against the BID. Approx 70% of those who would be eligible to vote indicated that they would vote in favour if the proposal was beneficial to their business.</p> <p>Winchester will be visited again on 22 July to further discuss the development of the proposal. The proposal will focus on 4 key themes raised during conversations with businesses and will be honed during the consultation although it was noted that it was recommended that it should remain broad as it covers a period of 5 years. It is proposed that the ballot will take place in June 2014.</p> <p>Areas just outside of the City walls are now included in the BID area as much of it is involved in night time economy etc.</p>
9	<p>Task and finish group updates:</p> <p>Westgate & St Dunstons Working Group – Paul Southgate</p> <p>Paul Southgate reported that the KCC St Dunstons Regeneration Group has been set up and chaired by KCC Cllr David Brazier from West Kent and has met once where the governance arrangements and Terms of Reference were agreed. The next meeting is due on 7 August. They are awaiting proposals from highways on what can be done regarding buses around the Westgate Towers and St Dunstons area. London Road</p>

Canterbury 4 Business

	<p>residents are now raising concerns over increased traffic. Concern was raised that some parties views were not be considered and that progress would not be made unless all parties could meet and a middle ground found.</p> <p>Colin Carmichael reported that the result of the survey on the Towers shows that damage is being done and legal advice is being sought on the legal obligations of the owners of the Towers i.e. CCC.</p> <p>Paul Southgate recommended that the Regeneration Group be allowed to continue to investigate solutions as decisions will be made by the end of the year however it was agreed that whilst an interim solution is necessary longer terms solutions are vital.</p> <p>Dawn Hudd commented that The Regeneration Group is considering only the St Dunstons area however C4B still has a duty to take the wider views from businesses in the City and across the District.</p> <p>The Board agreed that the C4B working group should not be set up at this time but ensure that C4B and businesses in the District have an input into the Regeneration Group with view to establishing a working group once some recommendations start to come out of the Regeneration Group meetings.</p> <p>Whitstable traffic management - next steps following KCC elections Action: Colin Carmichael to contact Mark Dance to re-open discussions regarding this.</p> <p>Search committee Nothing new to report.</p>
10	<p>Marketing update Priority PR messages for C4B in coming month StartMyBiz Local Plan Conference, reminding businesses that they need to input into the Local Plan</p> <p>Feedback from e-newsletter Whitstable traffic management feedback had been received and it was agreed that this should be included in the newsletter once an update has been received from Colin Carmichael/Mark Dance.</p>
11	<p>Updates from partner organisations Herne Bay – Dawn Hudd advised that Herne Bay pier was opened on Saturday 6 July and 3,500 people visited the Pier during the day. It is being run by the Pier Trust includes 12 retail outlets, 9 of which are already let.</p> <p>CCCU - Audrey Songhurst advised that a new Vice Chancellor has been appointed at CCCU. Mr Rama Thirunamachandran is the current Deputy VC at Keele University. He has extensive experience in research funding and will be key in developing research and securing additional funding. His appointment has been welcomed by all.</p> <p>University of Kent – Carole Barron advised that admission numbers are up and above the National average. The University is now within the top 100 in the global league tables. The proposed projects put forward by the 8 Universities to the European Structural Fund has been approved and these will be developed to proposals to bid for the funding. The Universities had been praised for their collaborative working.</p> <p>District Watch – Eileen Hargreaves advised that Peter Gammon retires at the end July 2013 and Dave Brenchley has been appointed as new Co-ordinator.</p>

Canterbury 4 Business

12	<p>News items</p> <p>Bob Jones reported that CCC and Think Agency (Alex Ridings) and CCP have put forward a proposal to combine the Canterbury Resident's Card with the Whitstable and Herne Bay card to make a My City card to include business offers from across the District.</p> <p>Dawn Hudd advised that the CCC has received a right to challenge by an organisation (Whitstable Harbour Community Company) who wants to run parts of Whitstable harbour. This was being considered by CCC under the new right to challenge laws however the Whitstable Harbour Community Company have now involved the press. The report will go to CCC Executive on 25 July 2013.</p> <p>A St Margaret's street update will be brought back to the meeting when there is new information to report.</p> <p>Paul Southgate advised that has retired however he will remain involved until the Westgate Towers situation is resolved.</p>
13	<p>Any other business</p> <p>Draft Environment Strategy – Dawn Hudd asked for comments on the Strategy by 30 August 2013.</p> <p>Details can be found below</p> <p><i>'Our new Environment Strategy sets out what we hope to achieve as an organisation over the next few years, such as leading by example by reducing our own environmental footprint.</i></p> <p><i>We would like to hear your views about our draft Environment Strategy. Please complete this short survey to share your views with us.</i></p> <p><i>You can also comment by emailing policy@canterbury.gov.uk</i></p> <p>Action: All</p>
	<p>Future agenda items</p> <ul style="list-style-type: none">• Herne Bay Centre Development Area update – Ian Brown• Ann Barnes, Police commissioner – suggested by Eileen Hargreaves• C4B Involvement with local schools – suggested at meeting 7 December 2012• Employment Land Review – update requested at meeting on 31 May 2013
	<p>Date of next Board meeting: Friday 13 September 2013, Hall Place, Canterbury Christ Church University</p>

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Press release
5 June 2013

Local Plan on agenda at C4B's June conference

Businesses will have an opportunity to discuss Canterbury City Council's new draft Local Plan at C4B's Annual Conference on Friday, 28 June.

Keynote speaker Colin Carmichael, Chief Executive of Canterbury City Council Business, will be presenting the Plan and explaining its implications for local businesses in Canterbury District. The Plan, which outlines proposals for development over the next 20 years, will be out for public consultation from mid-June. Businesses will be able to view the Plan on the Council's website at www.canterbury.gov.uk prior to the conference.

The conference, which is free, takes place at Augustine House in Canterbury from 8.00am to 10.30am, and includes breakfast. To reserve a place, email paul.spree@canterbury.gov.uk.


Press contact: Hollie Pitts/Kris Lancaster, SEA Ltd. Tel: 01227 768808



**Canterbury 4 Business
BOARD MEETING
MINUTES**

Date	Friday 31 May 2013
Location	Hall Place
Present	<ul style="list-style-type: none"> ▪ Paul Barrett (Chairman C4B) ▪ Alison Hargreaves (Executive Support Officer to Colin Carmichael, note taker) ▪ Dawn Hudd (Culture & Enterprise, Canterbury City Council) ▪ Kris Lancaster (Simon Edridge Associates) ▪ Bob Jones (CX, Canterbury City Partnership) ▪ John Beattie (Amberley Associates) ▪ Jim Pace (G W Finn & Sons) ▪ Mark Isom (Director, D Isom Printers and Herne Bay Town Partners) ▪ Mark Woollard (Woollard & Kent Funeral Services and Whitstable Chamber of Commerce) ▪ Audrey Songhurst (Director of the Research and Enterprise Development Centre CCCU) ▪ Jonathan Watts (MD, Lenleys & Vice Chairman C4B) ▪ Peter Hawkes (Partner, Furley Page) ▪ Rob Suckling (Senior Commercial Manager, HBSC) ▪ George Wilson (MD, George Wilson Holdings) ▪ Eileen Hargreaves (Voluntary Sector) ▪ Carole Barron (University of Kent) ▪ Clive Relf (Tax Partner, Reeves & Neylan) ▪ Jo James (CX, Kent Invicta Chamber of Commerce) ▪ Velia Coffey (Deputy Chief Executive, Canterbury City Council) ▪ Doug Rattray (Deputy Head of Neighbourhood Services, Canterbury City Council) ▪ Nicholas Churchill (Economic Development Policy Officer, Canterbury City Council)
Apologies	<ul style="list-style-type: none"> ▪ Colin Carmichael (Chief Executive, Canterbury City Council) ▪ Paul Southgate (Stagecoach) ▪ Mark Hill (Director of Business Development, Canterbury College) ▪ John Baldock (Pro Vice Chancellor, University of Kent), Carole Barron is attending on his behalf
Distribution	<ul style="list-style-type: none"> ▪ As above ▪ Councillors – Leaders of the 3 groups ▪ Local Chambers of Commerce ▪ Website, once approved by the board.

Canterbury 4 Business

	<p>Arrival and refreshments</p>
1	<p>Introductions and apologies Declarations of interest Paul Barrett and George Wilson declared an interest in matters relating to Lakesview.</p>
2	<p>Minutes of previous meeting 19 April 2013 The minutes were approved as an accurate record.</p> <p>Actions from last meeting See actions sheet</p> <p>Matters arising Paul Barrett advised that KCC are holding a meeting next Friday regarding Westgate Towers and future traffic management and a C4B representative was asked to attend as both the Chairman and Vice Chairman are unable attend.</p>
3	<p>Chairman's Update SELEP Paul Barrett commented that a federated model is being considered and that this must be business led.</p> <p>Paul Barrett reported that he had attended the Sustainable Transport for Canterbury meeting which had been very informative and suggested that C4B become more involved with this.</p> <p>Kent Economic Board – Business Advisory Group No update given.</p>
4	<p>Community Safety Partnership plan presentation Velia Coffey, Deputy Chief Executive, and Douglas Rattray, Deputy Head of Neighbourhood Services, both Canterbury City Council Velia Coffey gave a presentation (which is attached below) describing the membership, purpose and aims and objectives of the Canterbury Community Safety Partnership.</p> <div style="text-align: center;">  <p>C4B Presentation 31 May, 2013.ppt</p> </div> <p>Peter Hawkes raised a query regarding graffiti in Canterbury as a lot of time is spent by private landlords removing graffiti from their buildings but in other areas/buildings it can stay for a longer period of time and gives a bad impression of the city. CCC can agree with private owners to remove the graffiti but it cannot be removed without permission from the owner with exception of rude or offensive words/pictures.</p> <p>All graffiti should be reported even if it will be removed privately rather than by CCC.</p> <p>Bob Jones noted that if the BID were successful tackling graffiti will be one of the areas that will be looked at.</p> <p>It was noted that hospitals are already under pressure and hospital admissions are also on the increase. This is a trend across Kent and Medway and this is related to the demographic, alcohol related crime and as result of better and more accurate reporting. CCC is working with Canterbury and Coastal Clinical Commissioning Group to address this, and similar schemes have had success outside of the District.</p>

Canterbury 4 Business

It was agreed that it would be useful to know the statistics on inquisitive crime such as burglary as the public perception is that Police are not successful at prosecuting burglars.

It was queried whether the introduction of CCTV had resulted in a drop in crime? CCTV was introduced in 1990's and since then there has been a year on year drop in crime but this may not be entirely due to CCTV. CCTV systems are expensive and the existing network was installed mainly with grants to reduce car park crime so installing more may not be cost effective. It is most effective as a deterrent and for Police evidence following a crime rather than preventing crime as it happens. Criminals are now less worried about CCTV as they disguise themselves but it may reduce opportunist crime.

Carole Barron queried whether any work is being done with insurance companies to help reduce insurance claims as they may invest in crime prevention to prevent high level claims.

The Board asked whether there is anything that businesses can do to improve the situation and it was suggested that describing Canterbury in a positive way would be a good way of reassuring the public and encouraging a mixed night time economy involving a range of age groups will change peoples perception of the city at night.

It was suggested that there is a correlation between funding of the police etc and crime rates and that the situation will be made worse by further funding cuts. It was agreed that funding of all public bodies will be reduced, but if the BID is successful PCSOs may be directly employed. This needs to be a community matter rather than relying on the police who need to focus resources on organised crime.

5

Employment Land Review

Nick Churchill introduced the Council's Employment Land Review, a study that forms an important part of the economic evidence base for the Draft Local Plan.

The review focuses on the district's need for traditional employment workspace (e.g. office, industrial and warehousing uses) between 2011 and 2031, typical users of which will include the professional and business services sector and manufacturing industry. The report provides:

- Analysis of the local economy while looking forward to new economic opportunities, drivers (of future demand) and economic challenges (e.g. from other areas);
- Analysis of the commercial property market and take up/losses of employment space;
- An assessment of employment and business sites;
- A demand and supply analysis for district and sub areas; and
- Recommendations on sites and approaches to managing sites including delivery mechanisms.

This area of the economy is forecast to grow by some 4,000 jobs up to 2031 in which case some 28 hectares of business land and 97,000 sq ms would be required to support this increase.

The study recommends that the best employment sites around the district be protected, that several sites, which are not required, be released, while a new site is also suggested to replace the Little Barton Farm allocation at Canterbury. Also in relation to the city centre, good quality secondary office space will be needed to meet future business needs. This means that the Council will seek to challenge the implementation of a new Government policy which allows office space to be converted to residential use without need for planning permission.

In the main the study suggests that there is sufficient land to meet future needs though

Canterbury 4 Business

more work will be required to enable employment sites to be brought forward for development. In this respect the Council is considering formulating a delivery plan to help demonstrate how future job creation on new business sites can be balanced with the construction of any new homes.

In addition to 'traditional employment' land uses the study also discusses the needs of 'non-traditional' business uses (e.g. leisure and recreation, car showrooms) whose accommodation needs are also important to the local economy.

As the Draft Local Plan progresses through public consultation in the summer and then ultimately towards a Planning Inquiry in 2014, C4B was urged to consider and where appropriate support the need to make adequate provision for business development in the district. In terms of the extent to which the Plan can be changed after being published, the Planning Inspector may seek to make amendments and recommendations as necessary following the Inquiry.

Dawn Hudd commented that the study had been produced in-house thereby making full use of the Council's knowledge of the dynamics of the local economy. The Board commented on the high quality of the report and congratulated Nick Churchill on an excellent piece of work.

A question was asked as to how the Plan will achieve and maintain an appropriate balance between housing and business needs. In essence the Draft Local Plan is underpinned by the need to ensure a good balance between housing and employment / business opportunities and will seek to inform future planning decisions in this regard.

Moreover delivery of new business space was identified as a priority which could be assisted by a combination of imposing suitable planning obligations (e.g. trigger points) as well as incentives including financial measures and other encouragement. At the same time the fact that the Local Plan seeks to address housing need by allocating new sites may serve to reduce residential development pressure on employment sites.

In terms of financial support for new business sites, the Sturry Road Trade Park had recently been shortlisted for a Growing Places Fund loan. It was highlighted however that this had not been approved as the project was not quite 'shovel ready', but could re-apply in a future round.

Audrey Songhurst referred to the importance of including levels of self-employment in local statistics and that CCCU had reported a strong level of retention of its graduates in the City.

It was also noted that demand for business premises could be enhanced as the StartmyBiz programme matures and client businesses seek to grow. In this regard new workspace was likely to be needed to support small and new enterprises.

The views of Locate and Kent and others expressed previously were also emphasised. These had suggested that the scarce availability of sites in Canterbury, compared to other areas, had placed the district in a disadvantageous position when promoting Kent to potential inward investors. In response an improved offer that included diverse, high quality sites could potentially stimulate future demand for employment space.

The recent strong growth of the district's professional, scientific and technical activities sector (+36% between 2008 and 2011) was also reported. This was the 3rd highest growth of any area in Kent (behind only Ashford and Dartford). It was highlighted that this was definitely in part a reflection of a County-wide trend. However whereas historically this sector had seen only sluggish growth in the district, other drivers also need to be taken into account. It was therefore suggested that improved facilities (e.g. Innovation Centre),

Canterbury 4 Business

	<p>business support and University related activities together with skilled ex-Pfizer employees setting up their own businesses in the City had also contributed to this positive change.</p> <p>It was agreed that the business and employment land item should be brought back to C4B at a future meeting and that the economic partnership has a key role to plan in the Draft Local Plan consultation but also in relation to delivery.</p>
6	<p>BID A Conference will be held next week on Wednesday 5th June starting at 5pm, but it has proved difficult to get a good response from both small and large businesses. C4B were urged to attend. Carole Barron confirmed she would attend.</p> <p>Following the conference a decision will be made as to whether to campaign for a BID.</p>
7	<p>Startmybiz - Bob Jones/Dawn Hudd Start up Britain bus is visiting Canterbury on 17 July. Action: Natalia Sukhram to attend the next meeting to give an update on progress.</p>
8	<p>Task and finish group updates:</p> <ul style="list-style-type: none"> • Whitstable traffic management – Paul Barrett/Colin Carmichael Mark Dance from KCC is keen to start discussions and this will be on the Agenda for the next meeting. • Search committee No further updates. • Westgate and St Dunstons Working Group No further update as Paul Southgate was not present.
9	<p>Marketing update - Jonathan Watts</p> <ul style="list-style-type: none"> • Priority PR messages for C4B in the coming month Employment Land Review and Community Safety Partnership. • Feedback from Chairman's newsletter <p>A Local Plan conference is being held on 28 June 2013, at Augustine House. 63 people are booked so far and it is hoped that more people will attend. C4B were encouraged to attend and spread the word about the conference.</p>
10	<p>News items This was not discussed due to time constraints.</p>
11	<p>Any other business Mark Woollard reported that the Chamber of Commerce had held its AGM last week and he is no longer president. Paul Barrett invited him to remain on the C4B Board.</p>
12	<p>Future agenda items</p> <ul style="list-style-type: none"> • East Kent Capital of Culture bid if shortlisted – Janice McGuinness • Herne Bay Centre Development Area update – Ian Brown • CCC's Environmental Strategy, update – suggested by Clive Relf • Ann Barnes, Police commissioner – suggested by Eileen Hargreaves
	<p>Date of next meeting: Board meeting Friday 12 July 2013, Hall Place, Canterbury Christ Church University</p>



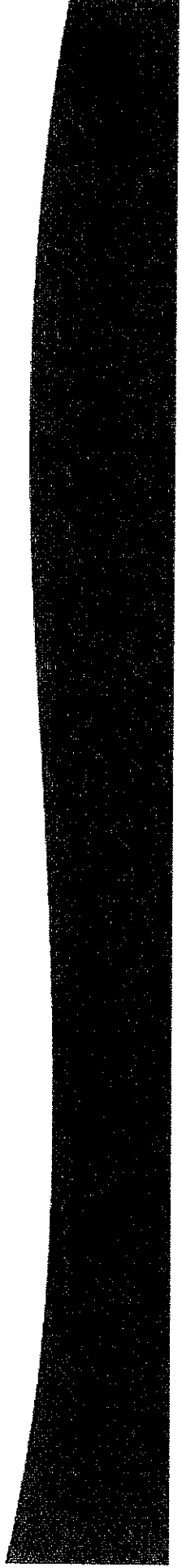


HOW CAN THE LOCAL PLAN HELP DELIVER ECONOMIC GROWTH?

CDEDG, 18 September 2014

Nick Churchill

Strategic Regeneration Manager





PRESENTATION CONTENT

- 1. ECONOMIC CONTEXT**
- 2. LOCAL PLANNING CONTEXT**
- 3. SUPPORTING BUSINESS DEVELOPMENT**
- 4. APPROACHES TO SITE DELIVERY**
- 5. OTHER CONSIDERATIONS**
- 6. CONCLUSIONS**

Local Plan

A vision for our district

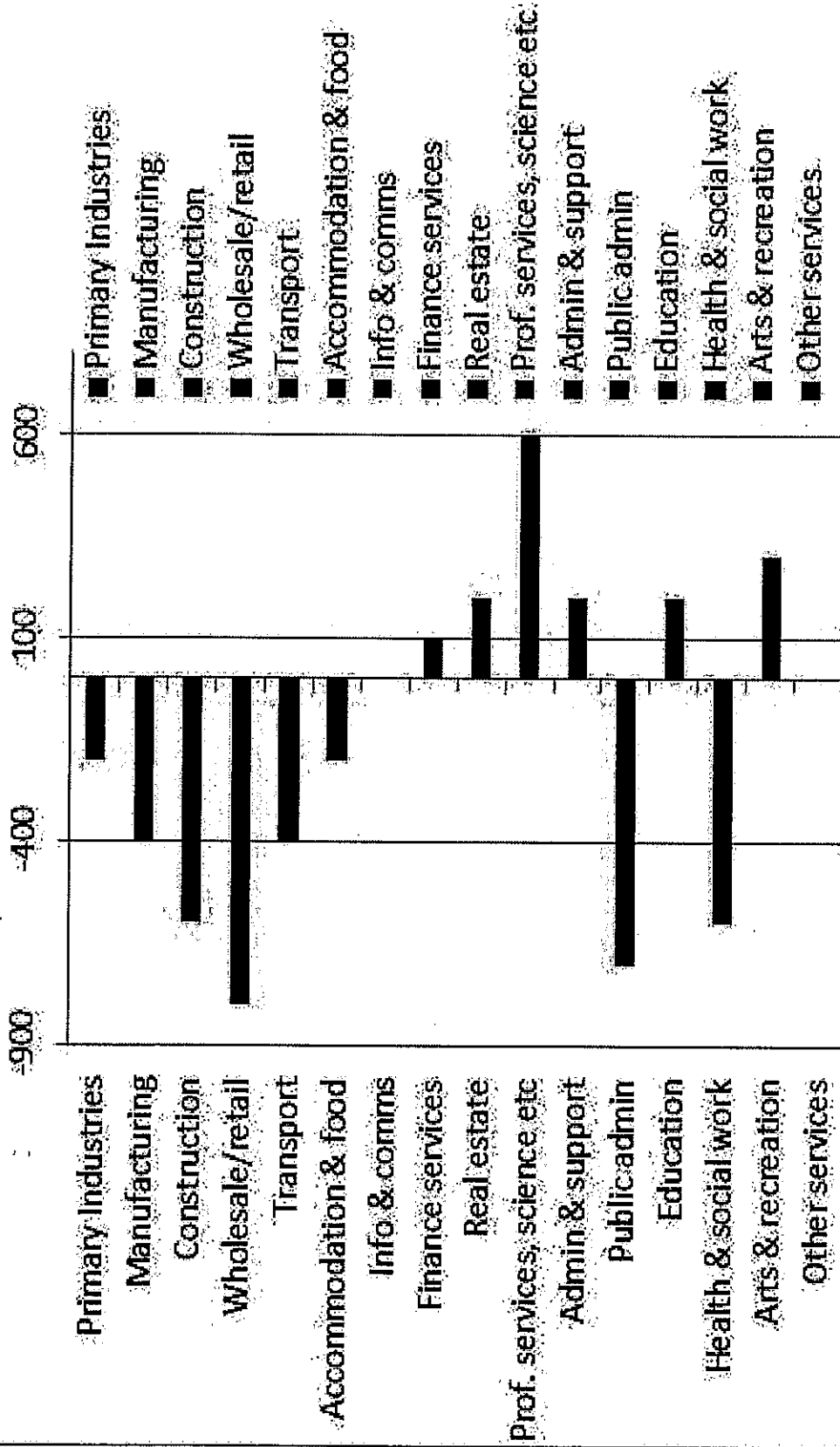


PeoplePlacesProsperity

ECONOMIC CONTEXT

- Recovery & Renewal
 - Help local economy to bounce back from 'labour' market recessionary impacts 2008-2012
 - Lower levels of economic activity
 - Lower earnings (-10% for all employees)
 - Static levels of new business registrations
 - 2,300 less jobs (i.e. -3.7% fall)

Change in No. of Jobs 2008-2012



Source: BRES, ONS (2014)

ECONOMIC CONTEXT (2)

- Place district on firm footing to fully capitalise upon recovery
- Support process of structural change (e.g. rebalancing economy)
- Structural recovery and change takes many years (e.g. early 90s recession)

ECONOMIC CONTEXT (3)

- Canterbury Futures Study (2006 & 2011)
 - Shared vision for economy
 - ‘Knowledge, experience and green’
 - Emphasis on ‘knowledge’ economy
- Development Requirements Study (2012)
 - 25,000 more residents in the district
 - 6,500 new jobs
- IPSOS MORI public opinion poll

LOCAL PLANNING CONTEXT

- Draft Local Plan 2011-2031
 - to be submitted to HM Inspectorate Nov 2014 ready for Inquiry early/mid 2015
 - strategic sites with 16,000 new homes and retail, leisure, community/open space etc
 - 100,000m² of new business space (e.g. B1-B8, office, light industrial, distribution)

LOCAL PLANNING CONTEXT (2)

- CCC Employment Land Review (2013)
 - reinforces importance of 'employment' uses
 - considers 'mixed' performance of local sites
 - identifies need to replenish existing stock
 - underlines need to protect best sites for business use
 - considers impact of external challenges (e.g. PD rights changes – allows conversion of offices to residential)



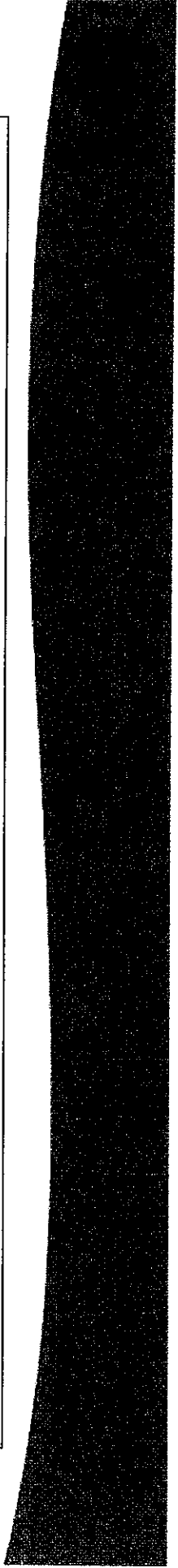
SUPPORTING BUSINESS DEVELOPMENT

- Potential new floorspace and jobs on B1-B8 business sites, by area:
 - Canterbury - **70,000 m²** capacity on existing sites (e.g. Uni of Kent Tech Park), but also new South Canterbury development area and smaller 'pepper-pot' sites
 - Whitstable – **8,500 m²** on existing land and new site
 - Herne Bay – **49,000 m²** shared across existing sites (e.g. Altira BP) and potential new ones such as Strode Farm
 - Rural areas – **24,000 m²** on existing sites (e.g. remainder of Lakesview BP) and new areas such as Sturry / Hersden

SUPPORTING BUSINESS DEVELOPMENT (2)



- Overall approx. 1,600 jobs could be created at Canterbury
- 500 jobs in Whitstable
- 1,300 jobs in Herne Bay; and
- 750 jobs in other areas of the district

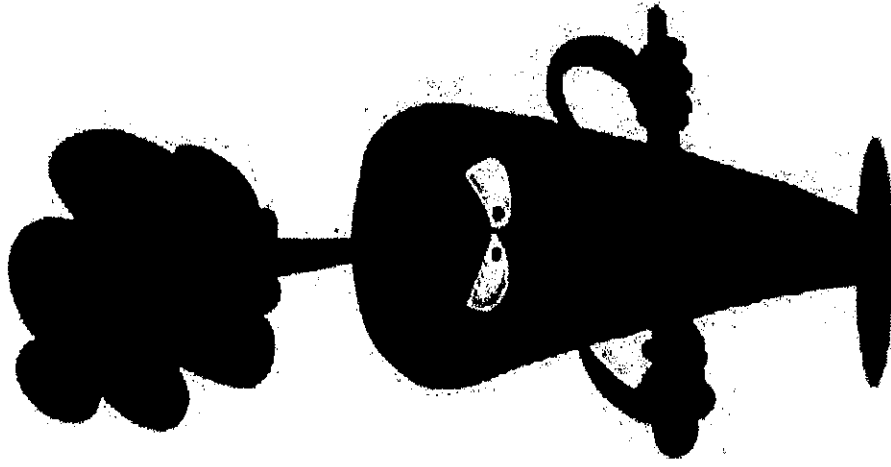


SUPPORTING BUSINESS DEVELOPMENT (3)

- 2,000 + (non-office/industrial based) jobs accommodated across different types of business premises and commercial or non-commercial accommodation in the district
 - for example shops and restaurants
 - hospitals and care homes to hotels,
 - universities and college buildings
 - car dealerships etc









APPROACHES TO SITE DELIVERY



THE STICKS

- / Local Plan strategic sites are 'viable'
- / Grant secured for key infrastructure (i.e. Sturry Crossing) to support viability
- / Strategic site briefs to guide developers
- / s106 'trigger points' tying housing to employment space (i.e. jobs) delivery, or
- / Developers could 'service' business sites
- / Ensure clarity on 'delivery' approach

THE CARROTS

-  Improved investment 'offer' for district
-  Differentiate Canterbury office market from that of Discovery Park
-  Opportunity for targeted interventions
-  Early liaison with developers
-  Use financial incentives (e.g. ExEK)
-  Introduction of complementary (and higher value) non B-use class space

OTHER CONSIDERATIONS

- Protect existing business space
- Support delivery on existing business sites
- Use non-planning interventions to support business development
- New Local Economic Strategy for district
- Other important major developments
- Changes to travel to work patterns (e.g. commuting) here and elsewhere

CONCLUSIONS

- Need to understand economic and spatial planning context
- New draft Local Plan important to supporting new business development
- Approach to site/job delivery focuses on mix of 'carrot' and 'stick' measures
- Other considerations are also important (e.g. notably non-planning interventions)



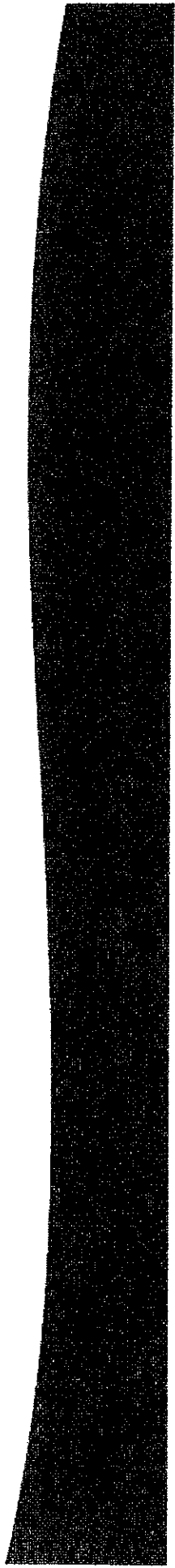
**THANK YOU FOR YOUR
ATTENTION!!**





Nick Churchill
Strategic Regeneration Manager
Business & Regeneration
Canterbury City Council
Tel: 01227 862052

Email: nicholas.churchill@canterbury.gov.uk





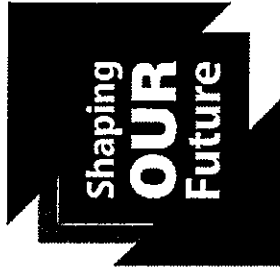
Canterbury4Business conference on draft Local Plan 28 June 2013

100 people attended the event.

Questions from the floor:

1. **How can the Local Plan help to improve transport links between the proposed South Canterbury development and Canterbury West and generally how can bus services linking the railway stations be improved?** *The South Canterbury development would comprise a regular shuttle service to and from the area but this couldn't overcome the distance from CW. Other min-bus services (e.g. Whitefriars-Cant West) have been tried previously but these were discontinued due to a lack of demand and were therefore unviable. If demand were proven new services could potentially be started or re-initiated.*
2. **Couldn't the council adopt some blue sky thinking and look to force developers to create new jobs on mixed-use development sites?** *Various measures could be used (e.g. s106) to ensure the developer met their conditions such as provision of business space but this would stop short of them actually being forced to provide the businesses that create the jobs. This would instead need to be achieved through non-planning interventions.*
3. **What is the current situation with regards to what will happen to the Canterbury Prison site?** *This is still under review in terms of when the Home Office would want to dispose of this site though Canterbury Christ Church University had expressed interest in acquiring this but no decisions had been made.*
4. **What further plans does the council have to change the road layout around the Westgate Towers?** *Continuing work is being done to make any road changes work in the city and to reduce congestion though we have to accept that people will want to use their cars. However any new proposals would seek to promote alternatives to the car and to mitigate any problems as best as is possible. Some detailed proposals will be published in early 2014*
5. **Could the Local Plan do more to make provision for leisure and cultural activities?** *Ian Brown discussed the proposals at Kingsmead (e.g. potential for cinema and hotel) which would be announced later this year. The Council had also undertaken a study looking at leisure provision in Canterbury the findings of which would be reflected in the Plan. It was accepted however that these plans could be made clearer. In terms of culture the Plan does not propose any allocations but instead has a general supportive policy when this arises.*

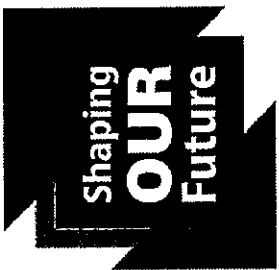




“Planning for the future of our district”

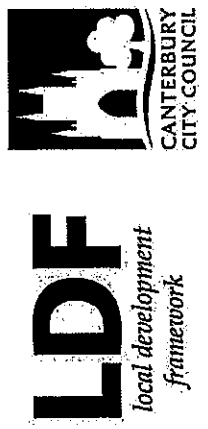
**Presentation to C4B Board
14 October 2011**

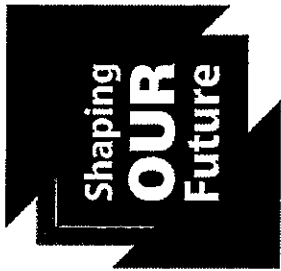




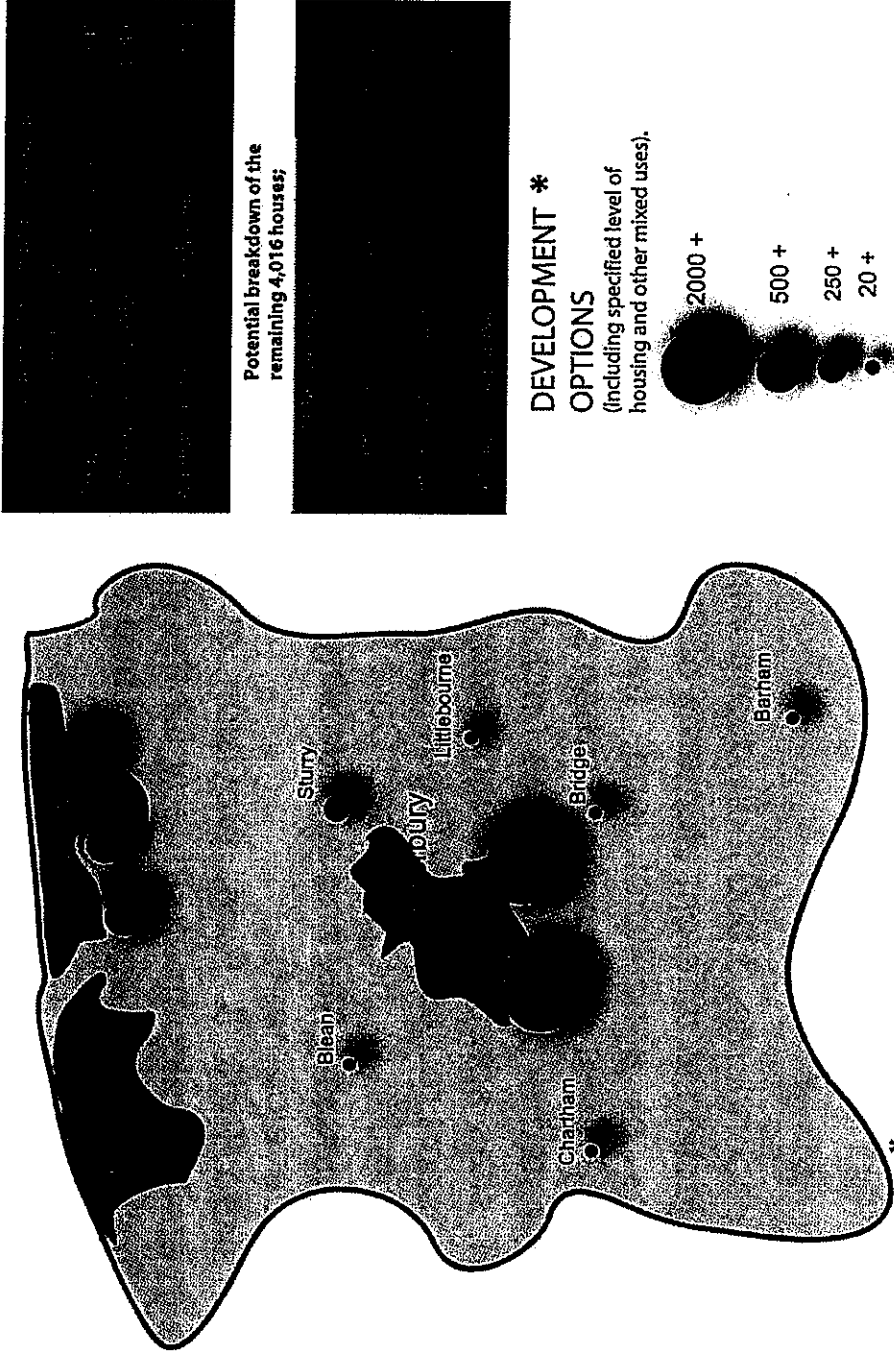
What this presentation will cover

- Core Strategy Options Report
- Consultation results
- Draft Corporate Plan
- New “planning world”:
 - Localism Bill
 - Draft National Planning Policy Framework
- Current work:
 - Development Requirements Study
 - Public Opinion Study
- Timetable
- What happens next
- How C4B can be involved





Options in January 2010



* Majority to be located within and adjacent to the City of Canterbury in line with the South East Plan (para 3.5)



Consultation results

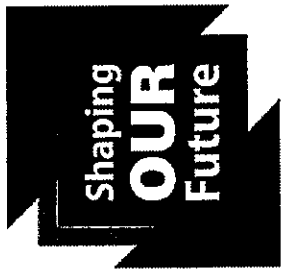
- Comments:-700 respondents, 3,000 individual comments
- 350 comments objecting to different elements of the development options
- Main issues:- loss of agricultural land, traffic congestion, landscape impact, insufficient public and local services, and urban sprawl
- Alternatives suggested – brownfield sites (including Wincheap, Hersden and other areas); Hersden; sites spread more evenly around the edge of Canterbury; Blean; along (public) transport routes; Sturry/Broad Oak and locations outside the district
- 600 comments in relation to the proposed Core Policies, most comments:- were CP8 (transport); CP10 (Housing Mix and Affordability); CP7 (Strategic Assets Policy) and CP1 (Location of Development)
- Issues most raised:-Park & Ride; provision of A2 slips; the impact of student housing; the overall development strategy for the district; and the need to protect the landscape setting of the city, agricultural land and open spaces



Changes to the Planning System

- **“Localism Bill”**
 - South East Plan due to be abolished;
 - Councils to be required to determine development needs;
 - “Neighbourhood” planning;
 - Royal Assent expected later this year – Act to come into force next Feb/April
- **National Planning Policy Framework**
 - reducing the volume of planning guidance
 - draft indicates some quite significant changes in policy (consultation ends 17 October)

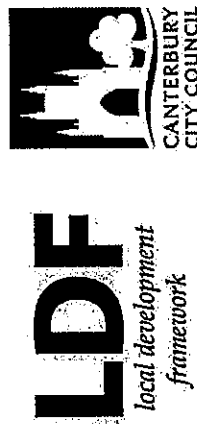


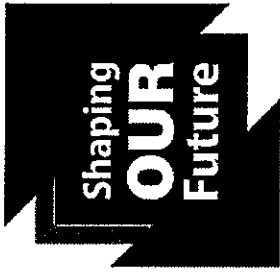


Localism Bill

Key Features:

- Regional Strategies (including South East Plan) due to be abolished;
- Councils now required to determine development needs (including housing numbers; employment land requirements; etc);
- Community Infrastructure Levy to remain in some form;
- “Neighbourhood” plans – can be prepared by neighbourhood forums (such as Parish Councils), or in some case, businesses;
- Neighbourhood Plans must be in general conformity with district Development Plans, but can seek higher levels of development - subject to referendum; and
- Other changes which may affect planning, particularly housing policy.



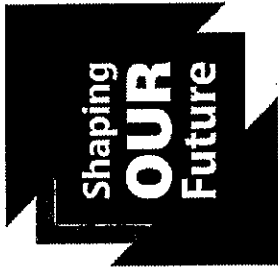


Draft National Planning Policy Framework

Significant changes include:

- LPAs to produce a single local plan for their area, “duty to cooperate” with adjoining areas
- A presumption in favour of “sustainable development”;
- Significant weight given to the economic development elements of sustainable development;
- As long as development complies with national planning policy the default answer to proposals for development should be “yes”;
- Indication that local plans should not seek the long-term protection of existing employment sites (previous “change of use” consultation);
- A notable change of emphasis away from protection and minimising loss of countryside;
- Housing land supply should have an additional allowance of ‘at least’ 20% to ensure choice and competition in the market for land;
- 60% target for brownfield land development abolished;
- Removal of the cap on acceptable car-parking provision on major schemes; and
- The creation of a new Local Green Space Designation.





Local Plan:- Current work

- **Development Requirements Review**
 - fundamental to new requirements;
 - need to review development requirements to 2026/31;
 - includes housing, employment land (including non-Class B uses);
 - need for requirements to be evidence-based;
 - appointed Nathaniel Lichfield & Partners to work with CCC and KCC to provide independent advice on a range of scenarios
- **Public Opinion Survey**
 - to supplement results from formal public consultation last year
 - representative of local population, deliberative, face-to-face
 - to test a number of development scenarios
- **District Retail and Leisure Study** recently completed

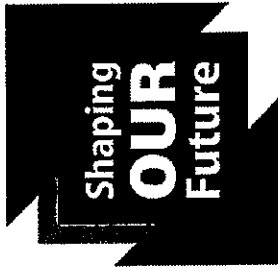




Vision and strategic direction

- The next stage of the development plan is likely to seek to continue the same broad vision and strategy as set out in the draft Core Strategy, focussed on ('Futures' work)
 - strengthening the "Canterbury experience"
 - encouraging the diversification of the local economy, particularly into different areas of the "knowledge economy"
 - developing an underlying commitment to environmental good practice and supporting environmental technologies (linked to the Knowledge Economy)
- This would also reflect the Pledges and Actions set out in the draft Corporate Plan, and the conclusions of the Futures Work review
- **BUT....** big decisions about the level and the spatial distribution of development that is required





What happens next?

Proposed development plan timetable	
Stage	Date
Consultation: Preferred Option	Autumn 2012
Consultation: Submission version	Feb/March 2013
Submission to Government/Planning Inspectorate	May 2013
Examination	July/Aug 2013
Inspector's Report	Nov 2013
Adoption	Feb 2014



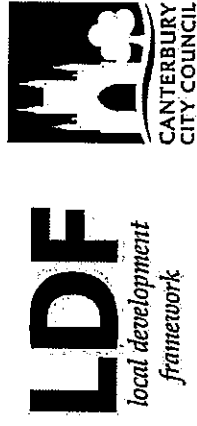
LDF
local development
framework

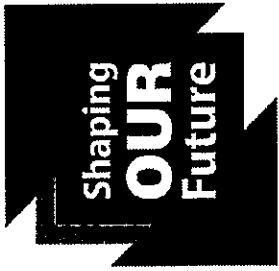




How C4B can get involved

- Continue to engage in consultation processes and be specific about those areas of the strategy and the development plan that you support, as well as objections
- Provide any new research to the Council that would enhance the Council's understanding of local business needs, link to housing policy?
- Participate in the Council's Business Survey, due to take place in the next few months





Any Questions ?



**Canterbury 4 Business
Summer Conference 2012**

**Q&A session on Local Plan presentation by Colin Carmichael and;
Canterbury Start-up Capital for Kent programme**

Q: Kathryn Nevell – Green Lane Construction: Are the SHLAA site options closed or can more be submitted? Will the Local Plan include provision for Tourism?

A: There is no current opportunity to add further SHLAA sites. Tourism will be included in the Local Plan, for which CCC will show favour. New policies will present the opportunity to enable this.

Q: Barry Cotgrave – Mediterranean Direct: There are some known 200 – 500 empty homes in the district, will the local plan address this issue? Struggle to see how homes lead to jobs.

A: The Local Plan will identify these empty homes, one measure to bring them back onto the market could be to remove council tax exemption. Jobs and employment should be linked to homes e.g, will we attract business if there are no homes to live in, places to shop and areas to enjoy entertainment and social lives? The prices of a home are also a factor on how to attract people. We are working with partners to attract businesses to east Kent.

Q: Andrew Aves – Federation of Small Businesses: What is the affect of HS1 and the impact of the service allowing people to move to the area and commute?

A: The NLP work took the changing commuter patterns into account.

One of the impacts of the service allowing people to move to the area is the demand on water. If we saw the development of 12-15,000 new dwellings there will be an increased demand. CCC is asking the water companies what the impact will be. Elements such as water transportation will not be financed.

Q: Tim Bentley: With HS1 in Canterbury and East Kent, why was there was no mention of level crossings in your presentation? East Kent is also suffering from a water shortage.

A: The Level crossing at St Dunstan's is hopefully going to have an upgrade. Funding is likely to come from the Expansion East Kent scheme that will see some upgrades to the line from Ashford to Thanet and this could include the level crossings and signalling. We are asking water companies what the impact of this kind of growth is.

Q: Paul Babra – Canterbury Curry Club: How much money will be raised through s.106 and the new Community Infrastructure Levy?

A: The new Community Infrastructure Levy is replacing Section 106 contributions unless the infrastructure requirement is specifically site based and S106 will still apply. Hopefully this will provide a more simple solution for developers.

Q: David Carr - experienced/expert in training The number of start ups: Is this an issue of low aspirations in the Canterbury area - or low opportunities?

A: We need to create the type of jobs that graduates aspire to and that is the driver behind the Canterbury Start-up Capital for Kent Programme.

Q: the low start-up rate is partly due to geographic location – should the start-up project look at cross-channel links as well?


A: The county is in close contact and has good links to Europe. We don't leverage these enough. We've got to have space for businesses - not just for start ups but for grow-on businesses. There is space in city centres above retail outlets. Businesses want to be in the heart of the city.



**Canterbury 4 Business
BOARD MEETING
MINUTES**

Date	Friday 13 September 2013
Location	Hall Place
Present	<ul style="list-style-type: none"> ▪ Paul Barrett (Chairman C4B) ▪ Alison Hargreaves (Executive Support Officer to Colin Carmichael, note taker) ▪ Dawn Hudd (Culture & Enterprise, Canterbury City Council) ▪ Kris Lancaster (Simon Edridge Associates) ▪ John Beattie (Amberley Associates) ▪ Audrey Songhurst (Director of the Research and Enterprise Development Centre CCCU) ▪ Peter Hawkes (Partner, Furley Page) ▪ George Wilson (MD, George Wilson Holdings) ▪ Eileen Hargreaves (Voluntary Sector) ▪ Carole Barron (University of Kent) ▪ Colin Carmichael (Chief Executive, Canterbury City Council) ▪ Philip Norwell (Stagecoach) ▪ Mark Woollard (Woollard & Kent Funeral Services and Whitstable Chamber of Commerce) ▪ Jim Pace (G W Finn & Sons) ▪ Mark Hill (Director of Business Development, Canterbury College)
Apologies	<ul style="list-style-type: none"> ▪ Rob Suckling (Senior Commercial Manager, HBSC) ▪ John Baldock (Pro Vice Chancellor, University of Kent), Carole Barron is attending on his behalf ▪ Bob Jones (CX, Canterbury City Partnership) ▪ Jonathan Watts (MD, Lenleys & Vice Chairman C4B) ▪ Clive Relf (Tax Partner, Reeves & Neylan) ▪ Jo James (CX, Kent Invicta Chamber of Commerce) ▪ Mark Isom (Director, D Isom Printers and Herne Bay Town Partners)
Distribution	<ul style="list-style-type: none"> ▪ As above ▪ Councillors – Leaders of the 3 groups ▪ Local Chambers of Commerce ▪ Website, once approved by the board.

Canterbury 4 Business

1	<p>Arrival and refreshments</p>
2	<p>Introductions and apologies Paul Barrett introduced Philip Norwell who has replaced Paul Southgate on the Board and welcomed him to the meeting.</p> <p>Declarations of interest There were no declarations of interest.</p>
3	<p>Minutes of previous meeting 12 July 2013 The minutes were agreed as an accurate record.</p>
4	<p>Actions from last meeting and Matters arising The Board discussed the issue of Whitstable traffic management. Eileen Hargreaves reported that it had been suggested at Whitstable Area Member Panel (WAMP) that more parking enforcement was needed in the high street bays and that this would greatly improve traffic flow.</p> <p>George Wilson commented that Estuary View car park had been used as a temporary park and ride in the past but it was noted that there was insufficient space and also the buses still get caught up in congestion in the high street. Mark Woollard commented that a park and ride will probably not solve the problem as congestion can be caused by only a few vehicles.</p> <p>Action: Paul Barrett to talk to David Brazier regarding how to take Whitstable traffic management forward and potential funding to improve Whitstable traffic flow.</p>
5	<p>Chairman's Update SELEP Paul Barrett advised that he had not attended a meeting since the last C4B. A new Chairman is now in place. Peter Hawkes reported he had attended the University liaison meeting. It was agreed that they would meet again however the purpose of the meeting and the group had been queried at the time and it was agreed that a focus was needed. Action: Minutes from the university liaison meeting to be circulated to the board.</p> <p>Paul Barrett attended a meeting of business members of LEP to discuss priorities and although this was useful, finding common issues that affected all areas was difficult.</p>
6	<p>C4B response to CCC Local Plan consultation Paul Barrett reported that he and Bob Jones had written a response which is attached below.</p> <div style="text-align: center;">  <p>C4B Local Plan Response - August 20</p> </div> <p>Paul Barrett gave an overview of the response and highlighted the following:</p> <ul style="list-style-type: none"> • Housing is essential to support growth and make the district more prosperous. • Housing development has so far been along the A299 corridor in Whitstable and Herne Bay and it is now time for Canterbury to be further developed. • The local plan may not include enough land allocation for business development. • South Canterbury development should include business but not as a central business park which could affect the city centre. • A retail park should not be developed in Wincheap as this could affect city centre trade. • The plan must be deliverable.

Canterbury 4 Business

	<ul style="list-style-type: none"> • The importance of higher education in the city must not be underestimated. • There should be more joined up working between the Districts as businesses are not affected by administrative boundaries. <p>Paul Barrett reported that he had visited Discovery Park last week and commented that there was a large supply of very high quality office space being offered at very low cost which could reduce the demand in other parts of the district. Housing is also due to be developed on the site.</p>
7	<p>Supporting Canterbury's office based sector - feedback from meeting on 3 September</p> <p>Dawn Hudd reported that a Construction Consultants group had been set up to investigate demand for business premises in the city centre.</p> <p>It established that there is demand for good quality office space and although there are empty premises available they are not of a good standard, size etc. The development of the Yorkshire Building Society will be pursued to provide some high quality start-up accommodation. Some of the secondary business premises are being converted to residential under the new relaxation of planning as they are not saleable for business use.</p> <p>George Wilson commented that business premises in the centre is in demand however suitable modern offices are not available and adequate parking is absolutely necessary. New, modern offices premises are needed on land at a reasonable price that has been designated as business land and cannot be re designated as residential.</p>
8	<p>KCC and Medway Hub Airport response</p> <p>It was noted that KCC and Medway are not in favour of a hub airport. Paul Barrett commented that KCC had made the decision against any possible proposals without consultation and therefore it was agreed that C4B needs more information before an informed opinion on the matter can be made.</p> <p>Update to be given at the next C4B meeting following a meeting on 24 September 2013.</p>
9	<p>Startmybiz update</p> <p>Dawn Hudd reported that a B2B event had recently been held and Startmybiz took significant space at that event. It is now the final quarter of the first year and successes are being monitored and documented to secure future funding from partners.</p> <p>It was agreed that strong data is needed to demonstrate the successes to KCC to secure future funding as there are currently some concerns being voiced by KCC. It was acknowledged that it will be challenging to gather qualitative data to demonstrate success when Startmybiz is only in its ninth month of business.</p>
10	<p>Business Improvement District update</p> <p>Dawn Hudd advised that the draft business plan has been written and consultation has started. A decision will be made by the end of the year on whether to go to a ballot.</p>
11	<p>Task and finish group updates:</p> <p>Westgate & St Dunstons Working Group</p> <p>Paul Southgate was not present and Paul Barrett did not attend the last Working Group meeting. Paul Barrett advised that the group has decided on 4 possible options and there will be public consultation later this month. This has had a very high negative profile in the local media and The Kentish Gazette has arranged a public meeting to which members of the steering group, Canterbury City Council (CCC), C4B have been invited. It was agreed that C4B would not send a representative and would feedback business views through the consultation process</p>

Canterbury 4 Business

	<p>Colin Carmichael advised that a recent survey of the Towers showed that damage has been done to the Towers and CCC has an obligation to protect it which means that large vehicles will not be allowed to pass through the Towers in the future. English Heritage have also visited the site.</p> <p>Slatters Hotel site update Colin Carmichael reported that the hoardings have been cleared and the windows etc will be cleaned to improve the appearance of the building.</p> <p>Post meeting note, submitted 17.09.13 <i>The present position with the Slatters site is that we have marketed it for redevelopment, and a number of interested parties have come forward proposing various mixed use schemes.</i> <i>We are now giving those parties the opportunity to submit further detail about their proposals for our consideration. We hope to make a decision by the end of the year.</i></p>
12	<p>Marketing update Priority PR messages for C4B in coming month</p> <ul style="list-style-type: none"> • Local Plan • Startmybiz • Business premises in the city centre <p>Feedback from e-newsletter No feedback has been received on the last newsletter.</p>
13	<p>Updates from partner organisations Whitstable Chamber of Commerce Mark Woollard reported that the Chamber are discussing the following:</p> <ul style="list-style-type: none"> • Part time pedestrianisation of Harbour Street during the summer/special events. • Whitstable Harbour market. • Christmas lights (these may be sourced from China). • Ways to avoid the seasonal closure of the museum • The development of a mobile App for Whitstable <p>Voluntary Sector Eileen Hargreaves reported that:</p> <ul style="list-style-type: none"> • Whitstable Improvement Trust shop is also the visitor information centre for Whitstable but staff at the Beaney have been telling people that Whitstable has no visitor information centre. <p>Action: Dawn Hudd to ensure museum staff are aware that Whitstable Improvement Trust shop is also the visitor information centre for Whitstable</p> <ul style="list-style-type: none"> • The new Canterbury District Watch Co-ordinator has started and the Assistant Co-ordinator is unfortunately leaving. • District Watch will be involved in the 'Paint the City Purple' event on 23 September. <p>Canterbury Christ Church University Audrey Songhurst reported that:</p> <ul style="list-style-type: none"> • The first students have graduated in a new degree, BSc Science Education, which combines a science (in this case physics) and teacher training in the same course. • A new post graduate training programme also places science professionals into the teaching environment and they undertake their teaching qualification whilst working.

Canterbury 4 Business

	<p>University of Kent Carol Baron reported that:</p> <ul style="list-style-type: none"> • Registrations are very good and sciences very strong. • 300 new academic members of staff have been appointed and it was noted that housing is important them and their families as well as a growing student population. • The Library extension is on schedule. • Kent, East Anglia and Essex have created an 'Eastern Arc' to bring a focus to research and development. <p>Chamber of Commerce Carol Baron reported that</p> <ul style="list-style-type: none"> • The Chamber is the 3rd fastest growing Chamber in the country. • All Economic Development Groups are due to meet with KCC regarding the Unlocking Potential Growth Plan <p>Canterbury College Mark Hill reported that:</p> <ul style="list-style-type: none"> • The College has completed its new dedicated supported learning block on budget and on time. The Sports Hall site is still to be redeveloped. • East Kent Hospital University NHS Foundation Trust has nominated the College for a health service journal award to recognise the development of apprenticeships in healthcare. • Student intake is up and will reach target which is important with regards to funding. • K College is not performing well and decisions will soon be made on how it will be divided up. • Canterbury College will be subject to an Ofsted inspection this year. • The Richard Review of Apprenticeships has made the proposal that funding is dealt with directly by the employer. KCC are supporting this, however the College are not in favour of this approach.
14	<p>News items There were no news items to report.</p>
15	<p>Any other business George Wilson advised that he had been contacted by 'The Red Wheelies' who are looking for an indoor space for 7 or 8 people to practice for 5-8hrs a week on mobility scooters for a potential appearance on Britain's Got Talent.</p> <p>Philip Norwell reported that the new bio-fuelled university bus will be launched in the week beginning 16 September and Stagecoach will take over the provision of the Park and Ride service in Canterbury from 5 October.</p>
16	<p>Future agenda items</p> <ul style="list-style-type: none"> • Herne Bay Centre Development Area update – Ian Brown • Ann Barnes, Police commissioner – suggested by Eileen Hargreaves – • C4B Involvement with local schools – suggested at meeting 7 December 2012 • Employment Land Review – update requested at meeting on 31 May 2013
	<p>Date of next Board meeting: Friday 18 October 2013, Hall Place, Canterbury Christ Church University</p>



KENT INVICTA CHAMBER OF COMMERCE

Canterbury District Economic Development Group (CDEDG)

**Tuesday 17th June 2014
Canterbury Innovation Centre**

MINUTES

Present:

Carole Barron (CB)	University of Kent - Chair
Robyn Ford (RF)	University of Kent – Secretary
Paul Wood (PW)	Reeves & Co.
Paul Gardiner (PG)	BFS Consulting Engineers
Andy Harris (AH)	A1 Webstats
Debbie Trewerne (DT)	Chives Catering
Pat Mills (PM)	Clague
In attendance; Richard Moore (RM)	Canterbury City Council

1. Welcome and apologies

CB welcomed Richard Moore, Transportation Manager at Canterbury City Council.

Other members of the group introduced themselves, the following apologies were received:

Apologies were received from:

Heather Novak	Nova IT Solutions
Andrew Walker	Betteridge and Milsom
Adrian Thompson	Foxwood Maclean Estate Agents
Peter Hawkes	Furley Page Solicitors
Martin Tanner	ADM Computing
Mark Hill	Canterbury College
Michael Stannard	Cardy Construction Ltd
Jo James	Kent Invicta Chamber
Sezen Zeki	Kent Invicta Chamber of Commerce
Andy Davis	Handlesbanken
Nick Churchill	Canterbury City Council

Paul Wood from Reeves & Co. has retired and will be leaving CDEDG. CB gave special thanks to him for his contribution to the group. It was **announced** that David Hurst from Reeves & Co will be joining the group.

2. Minutes and outstanding actions of previous meeting

- 2.1. The minutes of the CDEDG group meeting held on 20 March were **approved**.
- 2.2. There were no outstanding actions.

3. Chamber Update

- 3.1. It was **announced** that the Chamber's Strategic Plan is due to be completed by Friday 20th June.
- 3.2. It was **noted** that the plan examines developing new partnerships.
- 3.3. It was **noted** that CB had met with Bob Lewis, President of the Franco-British Chamber of Commerce and that the Chamber are interested in a partnership with Kent Invicta Chamber of Commerce.

4. Substantive Item – (RM)

4.1. RM invited attendees to comment on the Local Plan ('LP') and Transport Strategy ('TS'). It was noted that comments and suggestions will be emailed to CB to be collated into a recommendation to be sent for approval by the Chamber.

RM presented on the following points associated with the LP & TS

4.2. **Key elements of the LP process;** the 1st phase is complete which means that the framework has been finalised and independent assessments have been undertaken on housing and business needs and transport implications, along with a sustainability appraisal.

4.2.1. The government target is to develop 840 houses ('units') per annum, including change of use. The most sustainable scenario which balances economic, social and environmental factors indicates that it is possible to develop 780 units per annum.

4.2.2. A Viability Assessment indicates that all the strategic sites (with infrastructure) are viable.

4.2.3. There will be an examination by an independent Planning Inspector hopefully in the autumn, to assess the LP & the TS. If any of the following criteria are not met, then the LP might be considered unsound:

- It must be established that the sites are available for development,
- There must be adequate transport links to access the sites,
- There cannot be any environmental concerns including flooding or landscape barriers,
- Public consensus must be satisfied for the land to be developed on.

4.3. **Conclusions of Sustainability Appraisal;** There is a presumption that the majority of housing is to be built in the area surrounding the city of Canterbury;

4.3.1. It is advised that "the negative effects on the natural environment could be minimised or reduced by avoiding siting development in, adjacent to or close to existing sensitive and important nature conservation and cultural heritage sites."

4.3.2. RM confirmed that the housing figures do not include student accommodation. CB talked about the new student accommodation development at UoK.

4.4. **Key Issues;** the government approach to link housing with job creation means there is a presumption that housing will be situated close to where the jobs are, which is primarily the city centre. This will create additional pressure on the road system. If the LP is not adopted then it will be difficult to resist unsupported planning applications.

4.4.1. Decisions about adequate public transport to meet demand are usually made via a Transport Assessment which is based on transport modelling.

4.4.2. It has been established that there is a link between housing and job creation with the proposed number of units potentially attracting 6,500 new jobs to Canterbury.

4.4.3. Proposed housing developments will sit alongside retail development in order to reduce the need to travel and promote sustainable travel consequently minimising the impact on the current transport links.

4.5. **Preferred Option Consultation;** the consultation ran for 10 weeks, ending on 28th August 2013. The main comments from the consultation were;

- There is no need for further development
- The transport system cannot cope with any more development
- Development should not occur on greenfield sites
- Environmental concerns arising from further development.

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5.2. RF is to circulate the B2B exhibition information to the group. It was noted that the West-Kent B2B exhibition was the most successful yet.

6. Date of next meeting

6.1. It was announced that the **CDEDG meeting of 17th July** has been cancelled.

6.2. It was agreed that the next **CDEDG meeting** date will be confirmed at a later date.

6.3. It was confirmed that the **Chamber Board meeting on 24th July** has been cancelled

6.4. It was **noted** that the next **Chamber Board** meeting is **3rd July** and this will include a visit to **Eurotunnel**.

6.5. The group were **encouraged** to attend the **Chamber AGM** on **24th October**.



KENT INVICTA CHAMBER OF COMMERCE

Canterbury District Economic Development Group (CDEDG)

Tuesday 17th June 2014
Canterbury Innovation Centre

MINUTES

Present:

Carole Barron (CB)	University of Kent - Chair
Robyn Ford (RF)	University of Kent – Secretary
Paul Wood (PW)	Reeves & Co.
Paul Gardiner (PG)	BFS Consulting Engineers
Andy Harris (AH)	A1 Webstats
Debbie Trewerne (DT)	Chives Catering
Pat Mills (PM)	Clague
In attendance; Richard Moore (RM)	Canterbury City Council

1. Welcome and apologies

CB welcomed Richard Moore, Transportation Manager at Canterbury City Council.

Other members of the group introduced themselves, the following apologies were received:

Apologies were received from:

Heather Novak	Nova IT Solutions
Andrew Walker	Betteridge and Milsom
Adrian Thompson	Foxwood Maclean Estate Agents
Peter Hawkes	Furley Page Solicitors
Martin Tanner	ADM Computing
Mark Hill	Canterbury College
Michael Stannard	Cardy Construction Ltd
Jo James	Kent Invicta Chamber
Sezen Zeki	Kent Invicta Chamber of Commerce
Andy Davis	Handlesbanken
Nick Churchill	Canterbury City Council

Paul Wood from Reeves & Co. has retired and will be leaving CDEDG. CB gave special thanks to him for his contribution to the group. It was **announced** that David Hurst from Reeves & Co will be joining the group.

2. Minutes and outstanding actions of previous meeting

- 2.1. The minutes of the CDEDG group meeting held on 20 March were **approved**.
- 2.2. There were no outstanding actions.

3. Chamber Update

- 3.1. It was **announced** that the Chamber's Strategic Plan is due to be completed by Friday 20th June.
- 3.2. It was **noted** that the plan examines developing new partnerships.
- 3.3. It was **noted** that CB had met with Bob Lewis, President of the Franco-British Chamber of Commerce and that the Chamber are interested in a partnership with Kent Invicta Chamber of Commerce.

4. Substantive Item – (RM)

4.1. RM invited attendees to comment on the Local Plan ('LP') and Transport Strategy ('TS'). It was **noted** that comments and suggestions will be emailed to CB to be collated into a recommendation to be sent for approval by the Chamber.

RM presented on the following points associated with the LP & TS

4.2. **Key elements of the LP process**; the 1st phase is complete which means that the framework has been finalised and independent assessments have been undertaken on housing and business needs and transport implications, along with a sustainability appraisal.

4.2.1. The government target is to develop 840 houses ('units') per annum, including change of use. The most sustainable scenario which balances economic, social and environmental factors indicates that it is possible to develop 780 units per annum.

4.2.2.A Viability Assessment indicates that all the strategic sites (with infrastructure) are viable.

4.2.3. There will be an examination by an independent Planning Inspector hopefully in the autumn, to assess the LP & the TS. If any of the following criteria are not met, then the LP might be considered unsound:

- It must be established that the sites are available for development,
- There must be adequate transport links to access the sites,
- There cannot be any environmental concerns including flooding or landscape barriers,
- Public consensus must be satisfied for the land to be developed on.

4.3. **Conclusions of Sustainability Appraisal**; There is a presumption that the majority of housing is to be built in the area surrounding the city of Canterbury;

4.3.1. It is advised that "the negative effects on the natural environment could be minimised or reduced by avoiding siting development in, adjacent to or close to existing sensitive and important nature conservation and cultural heritage sites."

4.3.2. RM confirmed that the housing figures do not include student accommodation. CB talked about the new student accommodation development at UoK.

4.4. **Key Issues**; the government approach to link housing with job creation means there is a presumption that housing will be situated close to where the jobs are, which is primarily the city centre. This will create additional pressure on the road system. If the LP is not adopted then it will be difficult to resist unsupported planning applications.

4.4.1. Decisions about adequate public transport to meet demand are usually made via a Transport Assessment which is based on transport modelling.

4.4.2. It has been established that there is a link between housing and job creation with the proposed number of units potentially attracting 6,500 new jobs to Canterbury.

4.4.3. Proposed housing developments will sit alongside retail development in order to reduce the need to travel and promote sustainable travel consequently minimising the impact on the current transport links.

4.5. **Preferred Option Consultation**; the consultation ran for 10 weeks, ending on 28th August 2013. The main comments from the consultation were;

- There is no need for further development
 - The transport system cannot cope with any more development
 - Development should not occur on greenfield sites
 - Environmental concerns arising from further development.
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- 4.5.2. There will be a new employment site at south Canterbury which encompasses the previous plan to develop on Little Barton Farm. The links to this site will be improved by the proposed A2 Bridge interchange. Space is a limiting factor for Canterbury and this is being addressed by improving connections to the city centre to accommodate businesses situated at the centre of the city. There will also be larger units of business accommodation at the edge of the city.
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