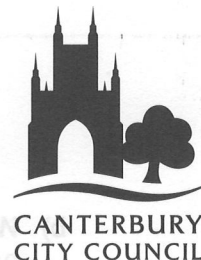


Our Ref: CA/14/02591/OUT  
Case Officer: Richard Thompson  
Email: development.management@canterbury.gov.uk  
WebSite: http://www.canterbury.gov.uk  
Your ref:  
Date: 13<sup>th</sup> July 2015



Mr J Baker  
12 Fir Tree Close  
Rough Common  
Canterbury  
Kent  
CT2 9DB

Dear Mr Baker

**Re: Application ref. CA/14/02591/OUT – Land at Hollow Lane, Canterbury.**

I write further to your letter dated 16/06/15 addressed to Miss Reid and the query you have raised with Ian Brown.

Firstly, there appears to be a degree of confusion with respect to the issue of five contributions in relation to the A2 Wincheap off-sliproad and Wincheap Relief Road Scheme. Whilst it is the case that an excess of five obligations have been entered into for "Transportation" as a generic type of infrastructure, no obligations have been entered into identifying the A2 Wincheap off-sliproad or Wincheap Relief Road as specific infrastructure projects. Further, no developer contributions collected under the generic "Transportation" type of infrastructure have been assigned to these schemes.

The Council therefore considers that it is able to enter into up to five new obligations to fund each of these specific projects where to do so is necessary, related to, and proportionate to the development being proposed. I apologise that this was not made clear at the Planning Committee meeting which you attended.

Against this context, I will respond individually to each of the points that you have raised:

- a) *Why one major development can make such a contribution, but not others, such as the application at Hollow Lane;*

As outlined above, this may not necessarily be the case. The mitigation required to make development acceptable in planning terms will always be assessed on a case by case basis. Whilst the pooling restrictions do necessitate a wider strategic view to be taken when it comes to ensuring the delivery of critical infrastructure, it remains that development, unable to mitigate its impact upon local infrastructure, would not be deemed acceptable.

With respect to the Hollow Lane development, KCC Highways did not raise concern with regard to the trip rates to be generated, meaning no request for contributions to these schemes was made. In such circumstances, to have done so was not deemed to meet the "necessary" test under planning law.

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- b) *Which major development will single-handedly contribute enough money to pay for both these traffic schemes;*

As outlined within draft emerging policy TCL7 and within the draft Infrastructure Delivery Plan, the schemes are intended to be primarily funded by the development of the Wincheap Retail Area, with a smaller element of funding anticipated from KCC.

- c) *When is this major development likely to come forward, and approximately how much money will it be able to contribute;*

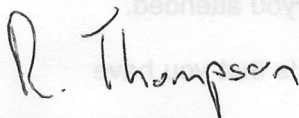
Whilst the Council will be seeking to promote the development of the Wincheap Retail Area as soon as is practical following adoption of the Local Plan, the Council has limited control when it comes to the timescales of private developers submitting planning applications. The Council is however clear that it considers this development important to the wider Local Plan strategy.

The draft Infrastructure Delivery Plan anticipates £4,000,000 of developer funding towards the A2 Wincheap off-slip Road and £1,000,000 of developer funding towards the A28 Wincheap relief road.

- d) *The source(s) of any balance of funding to make up the total costs of the two projects, and what steps are being taken to secure this balance.*

The draft Infrastructure Delivery Plan anticipates £1,000,000 of KCC funding towards the A2 Wincheap off-slip Road and £1,000,000 of KCC funding towards the A28 Wincheap relief road. It is anticipated that this funding will form part of the A28 Sturry Road integrated transport project, awarded Single Local Growth Funding as part of Kent's allocated £98 million Single Local Growth Fund.

Yours sincerely



Richard Thompson

Planning Obligations Officer

