

Draft Canterbury District  
Local Plan to 2045

**DRAFT**  
**INFRASTRUCTURE**  
**DELIVERY PLAN**  
(OCTOBER 2022)

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# Part A

## 1. Purpose of the Infrastructure Delivery Plan

- 1.1. Government guidance requires that Local Planning Authorities understand the capacity of and the need for infrastructure improvements required to support the delivery of planned development. While key infrastructure requirements should be identified within Local Plans, the detail concerning planned infrastructure provision can, more appropriately, be set out within an Infrastructure Delivery Plan (IDP).
- 1.2. **IMPORTANT NOTE:** At this stage, the primary purpose of this draft IDP is to identify the key infrastructure requirements to support growth in the Regulation 18 Draft Canterbury District Local Plan (2020 - 2045), and to outline how these measures will be delivered. Further work is required on the phasing and delivery of planned development and supporting infrastructure. Information on the phasing and delivery of key infrastructure requirements will be set out in the IDP for the Regulation 19 Local Plan including how the proposed Canterbury transport strategy will be phased, including exploring opportunities for forward funding.

## 2. Status and Relationship with the 2019 IDP

- 2.1. This draft IDP has been developed as a supporting document for the Regulation 18 Draft Canterbury District Local Plan (2020 - 2045) and considers infrastructure needs to meet growth in the new draft Local Plan only. It does not replace, but should be read in conjunction with the 2019 IDP, which sets out infrastructure requirements needed to deliver growth in the adopted Canterbury District Local Plan 2017.
- 2.2. This draft IDP (alongside the 2019 IDP) is also an infrastructure planning tool which the Council can use to monitor and support the delivery of necessary infrastructure improvements, and as a framework to guide decision making relating to infrastructure delivery, including the future allocation of monies from the CIL. As work on the new Local Plan progresses, further engagement will be undertaken with infrastructure providers to confirm requirements, costs, funding sources, timescales and risks etc., and this draft IDP will be updated for the Regulation 19, Pre-submission version of the Local Plan. The IDP should therefore be considered as a “living document” which will be periodically updated to ensure that the information and requirements remain relevant to support growth in the new Local Plan.

### **3. Policy Context**

- 3.1. The National Planning Policy Framework (NPPF) requires local planning authorities, through their strategic planning policies, to make sufficient provision for infrastructure including: transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); community facilities (such as health, education and cultural infrastructure); and green infrastructure (Paragraph 20).
- 3.2. The current Canterbury District Local Plan was adopted by the council in 2017 and identifies land for the provision of some 16,000 new homes, accompanied by employment and retail provision, to meet identified development needs in the District up to 2031. Much of this growth is allocated across twelve residential-led strategic development sites as identified in Policy SP3. The 2019 IDP sets out the infrastructure required to deliver the Canterbury District Local Plan 2017 and the adopted Canterbury District Transport Strategy (2017). Key highway and sustainable transport infrastructure measures include the provision of new A2 slip roads at Wincheap and Bridge, relief roads at Sturry, Herne and Wincheap, Park and Ride provision at Whitstable, Wincheap, Sturry and New Dover Road and various pedestrian and cycle improvement measures. Significant investment in primary and secondary education infrastructure, health infrastructure and other community infrastructure is also identified as necessary to support the delivery of the CDLP, and the CDLP requires the provision of significant new areas of open space, together with improvements to existing facilities.
- 3.3. The council is currently preparing a new Local Plan which covers growth in the district up to 2045. Between May and August 2021, the council consulted on the draft district vision and options for the new Local Plan. The council is now consulting on a Regulation 18 draft and this draft IDP has been prepared as supporting evidence.

### **4. Development of the IDP and Collaboration with Infrastructure Providers**

- 4.1. The Council has undertaken engagement with infrastructure providers in order to prepare the IDP. This is to ensure that the identified infrastructure schemes, and their delivery status, reflect infrastructure providers' current position and to seek appropriate alignment with any plans or strategies. The council itself has in-house expertise on matters such as transport, environment, open spaces and flooding, but details of the external infrastructure providers we engage with are provided in Table 4.1.

*Table 4.1 - Engagement with external infrastructure providers.*

Infrastructure Type	Infrastructure Provider(s)
Sustainable Transport and Highways	Kent County Council (KCC), National Highways, Stagecoach, Network Rail, Southeastern Railway.
Education	Kent County Council
Health and Public Services	Kent and Medway CCG, East Kent Hospitals University Foundation Trust (EKHUFT), Kent Police, Kent Fire and Rescue, South East Coast Ambulance (SECAmb).
Community Infrastructure	Kent County Council
Utility Infrastructure	Energy - National Grid, Southern Gas Networks, UK Power Networks. Telecoms - Three, CTIL, EE. Water - Affinity Water, South East Water, Southern Water.
Open space, recreation and green infrastructure (including flood management)	Environment Agency

- 4.2. Council officers have established effective working relationships with key infrastructure providers through the development of the Regulation 18 draft Local Plan, and these will continue to be important as the new Local Plan is further developed. Ultimately, the physical delivery of many of the schemes identified within the IDP will be the responsibility of infrastructure providers themselves and the council recognises that collaborative working is crucial to the successful delivery of the new Local Plan.
- 4.3. As part of the Duty to Cooperate, cross-boundary infrastructure has been the subject of regular discussions with neighbouring authorities, including Ashford Borough Council, Dover District Council, Folkestone and Hythe District Council, Swale Borough Council and Thanet District Council. Cross-boundary infrastructure issues and projects are discussed in Statements of Common Ground between authorities where appropriate.
- 4.4. The focus of the IDP is on the infrastructure measures and schemes necessary to deliver the new Local Plan, as identified through current plans, strategies and other evidence, however the council also recognises that these will develop over time and existing projects may evolve, or new schemes may be identified. There are a number of potential major infrastructure schemes in the district which are at an early stage of development and/or are not included in an agreed plan or strategy, but which would, if delivered, have a significant impact on infrastructure capacity over the period of the new Local Plan and beyond. These include proposals for a new hospital and/or Urgent Care Centre in Canterbury which are being considered as part of the Kent and Medway Sustainability and Transformation Plan and proposals for a connection between the Canterbury East and Canterbury West lines, set out within the National Rail Kent Area Route Study consultation. The status of these and

other relevant projects will be reviewed when the IDP is updated in the future.

## **5. Timing and Risks**

- 5.1. The timing of the delivery of infrastructure schemes will be dependent upon a number of key factors, including when development sites come forward, the point at which an infrastructure project is actually required and the timing of funding being made available. Given this complexity, the IDP breaks down the timescale for delivery into three tranches – short term (<5 years), medium term (5-10 years) and long term (10> years). In some instances, and in particular where the timing/availability of funding is unclear, the timing of infrastructure delivery may straddle two of these periods. For other items, the timing of infrastructure delivery could be more variable, and may take place periodically throughout the period of the CDLP.

## **6. Viability**

- 6.1. The council has developed new viability evidence to support the Regulation 18 Draft Canterbury District Local Plan (2020 - 2045). The study has tested the approach set out in the new Local Plan and has found that all new strategic and residential allocations are able to meet the costs of draft policy requirements, such as for design and affordable housing, to pay CIL at the adopted rates and to meet the levels of s106 costs anticipated.

## **7. Costs and Funding Mechanisms**

- 7.1. A key function of the IDP is to outline the known costs of the infrastructure required to support delivery of the new Local Plan, to provide an understanding of the implications for individual development sites (such as the strategic sites). Cost estimates outlined in the IDP originate from a variety of sources, including directly from infrastructure providers, from information provided by developers and from strategies and/or technical studies undertaken to support the new Local Plan. Costings are based on the latest available evidence however it is acknowledged that factors such as build costs may change over time which may lead to revisions to cost estimates when the IDP is updated again in the future. In some cases, more detailed design work will be required closer to the point of delivery and therefore costs may be refined as further work is undertaken.
- 7.2. Infrastructure can be funded in a variety of ways and the IDP also identifies the likely funding mechanism for specific schemes:
- Funding from development: development is generally required to fund new

infrastructure that is required to meet the needs of the development, either individually or strategically, such as through Section 106, Section 278 and CIL.

- Statutory infrastructure providers: are responsible for meeting their statutory obligations and are required to plan for infrastructure growth through their own investment plans and funding sources, which take into account the Council's plans for development.
- Government funding schemes: funding from Government departments can come forward via a variety of schemes/grants including the South East Local Enterprise Partnership, Housing Infrastructure Fund and Major Road Networks Programme etc.

7.3. As recognised in Government guidance however, projecting such sources of funding over longer time horizons is highly challenging and identified sources will be reviewed as part of any IDP update.

## **8. Our Approach to Developer Contributions**

8.1. All development should mitigate itself and/or provide proportionate contributions towards strategic mitigation measures. This applies to all new allocated sites where the council will use Section 106 agreements to fund proportionate infrastructure mitigation across all types of infrastructure, including transport, highways, education, health, community infrastructure and open spaces. This is a change from the council's approach for the 2017 Local Plan as CIL income will then be used to fund schemes which cannot be fully funded through Section 106 to act as a "top up" fund - rather than an entirely separate funding stream.

8.2. The application of CIL income to infrastructure delivery principally applies to the delivery of the transport strategy, where key measures such as elements of the Canterbury Eastern Movement Corridor, the all movement junction at Harbledown, and the package of walking and cycling upgrades to facilitate active travel across the district (discussed in more detail in Section 10) will need to, in effect, be "topped up" through CIL funding.

8.3. The Transport Topic Paper identifies the key transport infrastructure projects needed to deliver growth in the district. The infrastructure requirements are in addition to the immediate mitigation required to make individual developments acceptable and are listed in Table 8.1 with very high level estimates and indications of the source of funding.

*Table 8.1 - Transport Strategy Infrastructure Requirements*

Infrastructure Requirements		High Level Estimate (£M)	Funding Source
Eastern Movement Corridor	Link from A28 Sturry Road to A2 South Canterbury	£163m	S106 & CIL
Western link	Upgrade of Rough Common Road	£5m	CIL
Harbledown junctions	Coast bound on slip	£10m	CIL
	London bound off slip	£10m	CIL
Modal Filters	Roads to be closed to all motor traffic x 10 across all sectors	£0.2m	CIL
CCTV	ANPR cameras at points where limited traffic will be permitted x 22 across all zones	£5m	CIL
Right-turn signals	Access into St Andrew's Close and Rhodaus Close	£0.5m	CIL
Reallocation of road space for active travel	Remove one lane of dual carriageway in each direction between London Road roundabout and St George's roundabout and provide high quality, segregated cycle lanes on Rheims Way, Pin Hill, Rhodaus Town, Upper Bridge Street, Lower Bridge Street and Tourtel Road	£2m	CIL
	Broad Street and Military Road - on road cycle lanes	£0.1m	CIL
	New Dover Road, Sturry Road - on road cycle lanes	£0.1m	CIL
Additional road space for bus priority	Rheims Way London Road roundabout to St Peter's roundabout - provide new bus lane	£1m	CIL
	Sturry Road bus lane from junction with new Sturry link road to Tourtel Road	£2m	CIL
Remove some city centre car parks	Reprovision of city centre car parks to out of centre locations. Cost neutral over 10 years	N/A	
Cycle infrastructure	Comprehensive upgrade of cycle network in Canterbury and coastal towns including removal of on street parking spaces as necessary to create dedicated, safe cycle lanes	£20m	S106 & CIL
Public transport	Package of bus infrastructure improvements in villages to encourage public transport.	£2m	S106 & CIL
	New Park and Ride at Merton Park	£4m	S106 & CIL
	New Park & Bus facility at Whitstable	£4m	S106 & CIL
Walking	Town Centre public realm improvements eg paving, street lighting,	£5m	CIL
On street parking	Extension of residents' parking schemes to remove all long stay parking from city	£0.1m	CIL
<b>Total</b>		<b>£234m</b>	



- 8.4. The single biggest item of expenditure is the Eastern Movement Corridor, at an estimated total of £163m. This cost has been informed by the Canterbury Eastern Bypass Preliminary Feasibility Study (November 2021), a technical study commissioned from engineering consultants Stantec, and uplifted in line with KCC advice to allow for extra costs of pre construction expenses and contingencies.
- 8.5. The southern section of the EMC, between A2 Bridge and A257 Littlebourne Road is currently estimated at £90m, and is expected to be delivered directly through development at the East Canterbury SDA along with the strategic site from the 2017 Local Plan - South Canterbury (Policy SP3, Site 1) as the EMC effectively forms the spine roads for these developments. The northern section of the EMC, between A257 Littlebourne Road and A28 Sturry Road, is currently estimated at £73m and is expected to be funded through a combination of proportionate s106 contributions from strategic developments at East Canterbury and South West Canterbury and district-wide CIL income. Although further modelling and analysis is required, initial estimates indicate that some £27m would be raised through s106 from these strategic developments, leaving approximately £47m to be funded through the CIL. This is summarised in Table 8.2 below.

*Table 8.2 - Summary of Eastern Movement Corridor proposed funding*

Infrastructure Requirements		High level estimate (£M)	Expected direct developer funding	Proposed Section 106 funding	Proposed CIL funding (£M)
1	EMC - Section from A28 Sturry Road to A257 Littlebourne Road	£73	N/A	Sites C6, C7, C12 and C13 to provide c.£5k per dwelling	£47
2	EMC - Section from A257 Littlebourne Road, through sites C12 and C13, including bridge over Canterbury East railway line between Site C13 and Site 1 (CDLP 2017)	£52	Site C12 and C13 developers to deliver section of EMC as spine road	N/A	N/A
3	EMC - Section from Canterbury East railway line, through Site 1 (CDLP 2017) to New Dover Road / A2 at Bridge.	£28	Site 1 (CDLP 2017) South Canterbury developer to deliver section of EMC as spine road	N/A	N/A
4	EMC - Any necessary upgrades to the EMC through Site 1 (CDLP 2017) to New Dover Road / A2 at Bridge.	£10	N/A	Sites C12 and C13 to provide c.£13k per dwelling	N/A

- 8.6. The remaining projects from the Transport Topic Paper which will also require CIL funding are currently estimated at £71m, meaning that a total of £118m of CIL will be required

alongside the s106 contributions, just to deliver the transport strategy. Initial analysis suggests that new Local Plan growth will generate CIL income in the region of £143m, which suggests that the transport strategy is deliverable over the period of the Local Plan, however the council will continue to work with its partners to seek additional and forward funding to support the timely delivery of both transport and other types of necessary infrastructure through the delivery of the plan. As set out at para 1.2, additional work on the phasing and delivery of infrastructure is ongoing, and further detail will be set out as part of the Regulation 19 Local Plan.

## 9. Types of Infrastructure

9.1. The IDP groups infrastructure schemes into six broad infrastructure types as follows:

- Sustainable Transport and Highways (Schedule A)
- Education (Schedule B)
- Health and Public Services (Schedule C)
- Community Infrastructure (Schedule D)
- Utility Infrastructure (Schedule E)
- Open space, recreation and green infrastructure, including flood management (Schedule F)

9.2. An Infrastructure Delivery Schedule table is provided in Part B which provides details of identified schemes, the justification for their inclusion in the IDP, lead delivery partners, possible funding mechanisms, estimated costs and timescales for delivery. Each schedule is split into infrastructure required district-wide, in Canterbury, Whitstable, Herne Bay and in rural areas and any specific developments which are dependent on the delivery of an infrastructure scheme are identified.

## 10. Sustainable Transport and Highways

10.1. Traffic flow analysis undertaken by transport consultants Jacobs in 2019 to support the development of the new Local Plan, shows that traffic flows in Canterbury District are generally lower than when traffic counts were undertaken in 2008 to support the development of the current Local Plan and adopted Transport Strategy. Despite this reduction in overall traffic flow, journey times are unstable and incidents create severe congestion. The Options and Issues consultations highlighted that there is public dissatisfaction with the level of congestion which impacts daily life. The additional growth identified in the new Local Plan will exacerbate this issue and a clear mitigation strategy is therefore needed. The council has worked closely with Kent County Council as Local Highway Authority, National Highways and other infrastructure providers to develop a new transport

strategy for the district. This is detailed in the Transport Topic Paper, and transport modelling report which accompany the Regulation 18 draft Local Plan.

- 10.2. Option testing was undertaken on 5 potential transportation and growth scenarios (Stage 3 Canterbury LP Forecast Report April 2021), as outlined in the Transport Topic Paper. The options modelling demonstrated that without additional transport interventions, congestion on the ring road will continue to increase with a resultant worsening in air quality and quality of life. The modelling results demonstrated that all options have strengths and weaknesses. The preferred Option 5, a neighbourhood approach where additional road capacity is provided at the outskirts of the city, road space on the inner ring-road is reallocated to active travel and neighbourhood zones are created with modal filters at key points to remove all through traffic from the neighbourhood zones, gives the highest opportunity to contribute positively to net zero carbon, to encouraging a sense of place, and to mode switch to sustainable modes of travel. Under this option development is focused in Canterbury and Whitstable.
- 10.3. The transport strategy is designed to facilitate substantial switch to active travel modes for local trips and the council has prepared a separate draft Local Cycling and Walking Implementation Plan 2022 (LCWIP), which sets out the aims and aspirations of the council to significantly increase the number of trips made by walking and cycling within the horizon period of the new Local Plan to 2045. This includes a network of route proposals that integrate with existing routes, with key destinations and with planned developments. The LCWIP is published for consultation alongside the Regulation 18 draft Local Plan and its evidence base. At this stage, these schemes are not incorporated into this IDP, but will be incorporated into later iterations following consultation feedback.
- 10.4. It is vital that the infrastructure is delivered at the right time to support growth. An updated IDP to support a future Regulation 19 draft Local Plan will examine the phasing of infrastructure in more detail. However the council is seeking early delivery of critical transport infrastructure during the plan period and will work closely with partners to investigate forward funding mechanisms.

## Canterbury

- 10.5. Canterbury has seen significant levels of growth and planned transport infrastructure investment as part of the Canterbury District Local Plan 2017; including the upgrade of the A2 junction at Bridge, the new Sturry Relief Road, the realignment of A28 eastbound at Wincheap; and expansion of all 3 Park and Ride car parks around the city.
- 10.6. In summary, the new transport strategy objectives in Canterbury will be achieved by the provision of a new movement corridor to the east of the city, a south-west Canterbury link road and improvements to Rough Common Road to the north west of the city which

together with the A2 will effectively create an outer ring road . An all movement junction will also be required at Harbledown as part of this. These routes around the city are a necessary component of the transport strategy and will provide a way for movement of people and goods that does not involve travelling into and through the city. The outer ring road will then provide capacity for motor vehicles and allow the current ring road to be downgraded to enable space to be created for buses and cycles. Modal filters across the city will restrict through traffic and allow road space to be repurposed for walking and cycling. Transport modelling of this strategy demonstrates the best outcomes when considering congestion and journey time together with improvements to sustainable transport and local air quality.

- 10.7. The strategic development sites at South-West Canterbury and East Canterbury are critical to the delivery of the transport strategy. At South-West Canterbury, Land at Merton Park (Site C6), will provide new on and off slips to the coast bound carriageway of the A2. These new slip roads supersede the previously identified off-slip at Wincheap and will effectively complete an all movement A2 junction which will complement the currently proposed Wincheap gyratory scheme. The South-West Canterbury link road will connect the A2 at Merton Park, to the A28 to the south, via Land to the north of Hollow Lane (site C7) and Site 11 (Policy SP3), in the Canterbury District Local Plan 2017, providing direct access to the Kent and Canterbury Hospital and access to the new Park and Ride proposed at Merton Park.
- 10.8. The strategic development area at East Canterbury will facilitate the delivery of an Eastern Movement Corridor, connecting the A28 at Sturry to the A2 at Bridge. The scheme will allow traffic to bypass the city centre, which will allow road space within the city to be repurposed for other modes. The section between the A257 and A2, including the bridge over the railway line and any upgrades required where the route passes through Site 1 (Policy SP3) in the Canterbury District Local Plan (2017), are to be delivered by sites C12 and C13 and Site 1 (Policy SP3) in the Canterbury District Local Plan (2017). KCC Highways have indicated that this infrastructure, in conjunction with proposed walking and cycling upgrades is essential for these sites to come forward. The section of the Eastern Movement Corridor between the A257 and A28 to the north is currently identified to be funded through a combination of proportionate s106 contributions from the strategic development areas at East Canterbury and South-west Canterbury, and the CIL, however as discussed above, the council will pursue options for forward funding of the route.
- 10.9. Central to the delivery of the transport strategy is the upgrade of walking and cycling infrastructure which will facilitate modal shift from the private car towards sustainable and active travel modes. A plethora of schemes are proposed for the city, as set out in the draft LCWIP, to create a comprehensive walking and cycling network. Schemes include the upgrading of existing facilities to create mode segregated facilities where possible, the creation of new routes through the reallocation of road space, traffic calming and lower speed limits, cycle hire schemes and improved cycle parking. Improvements to the public realm, such as incorporating appropriate seating, shade and shelter can improve pedestrian

accessibility, particularly within the city centre where walking is the primary mode. Policies DS6 and DS10 in the new Local Plan require developments to provide high-quality new public realm to integrate with existing movement networks.

- 10.10. Improved bus and park and ride provision are also critical to the delivery of the transport strategy. Site C6 (Merton Park) will provide a new park and ride for the city. This supersedes the planned expansion at Wincheap and will provide a park and ride option for traffic originating from London, Faversham and the Medway Towns etc, travelling on the A2. The park and ride will be located adjacent to the fast-bus link identified to be provided by Site 1 (Policy SP3) in the Canterbury District Local Plan (2017). The removal of one lane of capacity from the ring road will enable additional road space for bus priority, including from the Rheims Way/ London Road roundabout to St Peter's roundabout. An improved bus lane on Sturry Road connecting the new Sturry Link Road to Tourtel Road is also proposed. Development sites will also be required to provide improved bus infrastructure and connectivity where appropriate. These requirements are set out in the site allocation policies.
- 10.11. Canterbury bus station currently suffers from overcrowding at peak times and the council's Disability Advisory Panel advises that the current design contributes to it being a very stressful environment. The council has identified the area as an opportunity for improvement to create a more pedestrian friendly environment and increased passenger capacity facilitating an increase in bus patronage across the Local Plan period.
- 10.12. Southeastern are responsible for the operation of train services and railway stations in the District. The council has consulted with both Southeastern and Network Rail, to understand what improvements will be required at railway stations across the district to support the proposed new Local Plan growth and facilitate increased rail travel as part of the transport strategy. Canterbury is served by two stations on different lines: Canterbury West and Canterbury East. Of the two stations, Canterbury West has higher patronage and is served by High Speed trains to London St Pancras. Southeastern and Network Rail have advised that upgrades to both of these stations will be required to support growth in the district. These upgrades include a new turnback facility at Canterbury West which will reduce the closure time of the level crossing at St Dunstan's, alleviating congestion in the area, a new pedestrian access to Canterbury West station from the north, reducing time needed to access the station and general improvements within the station to accommodate increased passenger traffic. Canterbury East is well located in relation to both strategic development areas in the city. Access to the station from the south is currently convoluted and a new access from the south, combined with cycling improvements outlined in the LCWIP, will significantly improve accessibility for existing residents and to the South-West strategic development area. Enhanced station facilities will also be required to support an increase in passenger numbers. Development at East Canterbury is also well related to Bekesbourne station on the Canterbury East/ Dover branch of the Chatham mainline. Improved cycle

facilities and access between platforms are proposed to support Local Plan growth, in conjunction with an improved cycling route connecting to the strategic development area.

## **Whitstable**

- 10.13. Whitstable has seen more limited growth compared with Canterbury and Herne Bay under the Canterbury District Local Plan 2017, however this has also meant more limited investment in infrastructure. New Local Plan growth in Whitstable is focused where it can unlock opportunities for significant infrastructure investment, this is principally in the new strategic development area at South Whitstable. A new eastbound only on/off slip at A299 Thanet Way will be provided as part of the proposed Brooklands Farm development (Policy W5), as well as a proposed realignment to South Street. This will improve queuing and congestion at the A299/ Long Reach interchange, and will provide direct access to the development. The new slip roads will also improve congestion at the Thanet Way/ Chestfield Road roundabouts, which helps unlock land at Bodkin Farm for the delivery of a new secondary school for the district (discussed in Section 11), although this site will still need to consider its impact on the highway network through a Transport Assessment and provide additional mitigation as required.
- 10.14. Whitstable town centre suffers from congestion and residents struggle to be able to park when the town is busy. A reduction in on street parking opportunities for non residents coupled with an out of town car park would reduce some of these congestion issues. It is proposed that a new car park will be provided by strategic development on land on the south side of A2990 Thanet Way (Policy W6), with connections to bus services providing alternative parking options for visitors to the Whitstable.
- 10.15. A network of cycle route improvements is proposed and set out in the cycling and walking implementation plan, as set out in the draft LCWIP. The most significant of the proposed schemes is the completion of the extension of the Crab & Winkle Way walking and cycling route to the harbour.
- 10.16. Southeastern and Network Rail have identified that Chestfield and Swalecliffe station is most likely to be impacted by new Local Plan growth. A number of upgrades have been identified, including improved waiting facilities, anti-trespass measures and new cycle parking. There is limited land within the existing leased station to provide additional cycle parking and the council will work with Southeastern to identify possible solutions.

## **Herne Bay**

- 10.17. Herne Bay has seen significant levels of growth as part of the Canterbury District Local Plan 2017, with a series of strategic development sites identified to the south and east of the town. Transport infrastructure improvements proposed alongside these existing Local Plan

developments include the Herne relief road and improvements to A299 junction at Heart in Hand Road.

- 10.18. The transport modelling has not identified the need for any further highway schemes to support the limited growth proposed for Herne Bay in the new Local Plan. However, a number of active travel schemes are proposed which will encourage greater uptake of cycling and walking to key destinations, as set out in the draft LCWIP.

### **Cooting Farm Garden Community and Rural Areas**

- 10.19. The new Local Plan proposes a modest amount of growth in rural areas, however to meet the goals of the transport strategy and to contribute positively to net zero carbon, investment in public transport and active travel are important components to support development in these areas. The draft LCWIP identifies a number of schemes to improve walking and cycling connectivity both within and between rural settlements.
- 10.20. The proposals at Cooting Farm Garden Community are centred on the site's proximity to Adisham railway station and the opportunities for sustainable transport connectivity this provides and Network Rail have advised that they are committed to increasing the frequency of services on this line. As work on the new Local Plan progresses and in any subsequent SPG, the council will work with Southeastern and Network Rail to develop proposals for the significant upgrade of this station to support the garden community and encourage sustainable travel. At this stage Southeastern and Network Rail have advised improvements will include a new access to the station from the south, step-free access between platforms and a new cycle hub.
- 10.21. Southeastern and Network Rail have identified improvements at Bekesbourne railway station, as discussed in the Canterbury section, which will also support growth in Littlebourne. Improvements are also proposed for Aylesham and Snowdown stations to support the proposed development in Aylesham.
- 10.22. In Littlebourne, there are currently existing highway safety concerns at the junction of Bekesbourne Lane and High Street. Development at The Hill (site R15) will be required to provide a link road through the site, connecting The Hill with Bekesbourne Lane, reducing traffic at the Bekesbourne Lane/ High Street junction and allowing traffic to bypass the centre of the settlement.

## **11. Education**

- 11.1. To support the scale of growth proposed in the new Local Plan there is a need to provide significant additional capacity within the district's education infrastructure. KCC, in its role as

Education Authority, has a statutory duty to provide primary and secondary school places, and therefore plays a central role in planning for education provision. Each year KCC publishes a five year Commissioning Plan for Education which details existing capacity within primary and secondary education facilities within the district. The latest plan was published in January 2022 and covers the period 2022 - 2026. The timeframe of the new Local Plan extends far beyond this period. KCC have undertaken additional assessment work to consider the long-term implications of growth identified in the new Local Plan, and have advised that existing primary and secondary schools for the district are at capacity or will be at capacity when the current Local Plan demand is met. New education provision is therefore required to meet the needs of the new Local Plan growth.

### **Primary Education**

- 11.2. KCC have advised that the proposed Local Plan growth generates the need for 16 forms of entry (FE) of primary school education across the plan period - at this stage, this is based on an indicative housing mix for all sites. The majority of Local Plan growth is focused in strategic development areas in Canterbury and Whitstable and at the proposed Cooting Farm Garden Community. Sites within these areas have been identified to accommodate a total of 14FE, with 2FE being the minimum size of a new school and 3FE the maximum. Having identified suitable school site locations within the strategic development areas, there is currently a shortfall of 2FE of primary education across the planned dwelling numbers, which may be accommodated through the expansion of existing schools or as an additional school site. The council will continue to work closely with KCC as work on the Local Plan progresses and is refined to identify a suitable solution.

### **Secondary Education**

- 11.3. The Canterbury District Local Plan 2017 provided additional secondary education in the city with the provision of the new Barton Manor School at the former Chaucer School site. There has historically been an imbalance in the location of secondary school provision across the district, with many pupils from the coastal area travelling to schools in Canterbury as indicated in the KCC Commissioning-Plan-for-Education-Provision. The new Local Plan provides a strategic opportunity to address this imbalance, and therefore the new Local Plan proposes the delivery of new secondary schools in Whitstable and Herne Bay which will allow more secondary school pupils - both at the coast and within Canterbury city - to attend a school in their local area.
- 11.4. Around 3,600 homes (excluding older persons accommodation), are proposed in the south east of the district at the new Cooting Farm Garden Community (site R1) and Aylesham (site R20). Pupils in the area currently travel to Canterbury or Dover to attend secondary school. Dover District Council are also proposing growth at Aylesham and further review is needed to determine the need for a secondary school in the area. Land for a secondary school is



therefore safeguarded in the site allocation policy for Cooting Farm should a need be identified in the future.

### **Special Education Needs and Disabilities (SEND) Education**

- 11.5. KCC have advised that SEND education is currently delivered on a strategic basis, with pupils attending the most appropriate school. This may mean pupils travelling considerable distances out of the district to access education. All existing capacity within KCC's SEND provision is exceeded for the district and further afield. To support the growth in the new Local Plan, a new SEND school site is required, preferably located on the coast, to enable greater distribution of supply across the district.

## **12. Health and Public Services**

### **Health Care**

- 12.1. The NHS Kent and Medway Clinical Commissioning Group (CCG) are responsible for health infrastructure planning. CCG published their latest General Practice Estate Strategy in August 2021, although this does not consider the growth proposed in the new Local Plan. Development in the new Local Plan is likely to have the most direct impacts on local GP surgeries and it was recognised at an early stage in the development of the new Local Plan that additional GP capacity would be required in key areas to ensure adequate provision for new residents and the council has been regularly engaging with CCG as the Local Plan has developed. CCG are currently undertaking a full review of their Estate Strategy and the council will continue to engage with CCG and consider the outputs of the completed review, and any updated requirements.
- 12.2. CCG have advised that their current operating model for GP provision, as set out in their Estate Strategy, is to accommodate growth through the consolidation of existing facilities where possible, and they have advised us that this is expected to remain the case throughout the period of the new Local Plan. The Council will continue to work with CCG to identify further opportunities for GP provision.
- 12.3. CCG have advised that within Canterbury, all existing practices are operating at or near to capacity. Canterbury Medical Practice's new premises in Canterbury opened in February 2021. This enabled Cossington House & London Road Surgery sites to be relocated and will provide capacity for 2017 Local Plan growth. The current Local Plan includes the provision of a new GP surgery at the South Canterbury Strategic site, however this will accommodate growth identified in the existing Local Plan, further provision across the city is therefore needed to support the new Local Plan growth. The strategic development area at South-West Canterbury is likely to have the greatest impact at New Dover Road Surgery. CCG

have advised that this building is no longer fit for purpose and cannot be extended or reconfigured. A new premises is therefore required to absorb new Local Plan growth in this area. A new GP surgery is proposed at Site C7 Land to the north of Hollow Lane. The proposed location of this new GP surgery will also address a lack of provision in the immediate area, bringing GP facilities closer to existing and future residents, and will also provide additional capacity across the city as a whole. The strategic development area at East Canterbury is likely to place pressure on Canterbury Medical Practice and Northgate Medical Centre. CCG have advised that Northgate Medical Practice is currently developing plans for an extension, as detailed in the Estate Strategy, and this could be designed to accommodate additional growth identified in the new Local Plan.

- 12.4. The new Local Plan proposes limited growth at Herne Bay, however the current GP practices in the area operate at capacity. CCG have indicated that there is an extension opportunity within the Heron Medical Practice at Beltinge & Reculver Surgery and/ or St Anne's surgery which could convert existing admin areas to clinical. The council will continue to work with CCG as work on the Local Plan progresses to determine a suitable expansion strategy.
- 12.5. Whitstable is served by Whitstable Medical Practice across three sites: Whitstable Health Centre, Estuary View Medical Centre and Chestfield Medical Centre. An extension at Chestfield Medical Centre (Whitstable Medical Practice) was recently completed in May 2021. CCG have advised that expansion of the practice will be needed to accommodate the new Local Plan growth. Estuary View Medical Centre has the potential to expand and reconfigure existing space, however further work is needed to identify an expansion strategy for the practice. The council will continue to work with CCG as work on the Local Plan progresses to identify a strategy for expansion.
- 12.6. The new Local Plan proposes a new garden community at Cooting Farm, and this in conjunction with Site R20 South Aylesham, generates the need for additional GP capacity in the local area. CCG have advised that there is currently underutilised space within the existing Aylesham Health Centre (located in Dover District), which could be reconfigured to provide capacity to accommodate the planned level of development. In the other rural areas of the district, CCG have indicated that expansion would be required at Littlebourne Surgery to accommodate growth within the settlement.
- 12.7. The NHS is currently considering proposals for a new and improved Kent and Canterbury Hospital, adjacent to the existing hospital. Policy C6 Land at Merton Park includes provision for the construction of a new/significantly improved hospital should this be the preferred option.

## **Ambulance**

- 12.8. South East Coast Ambulance Service (SECAmb) operates a strategic model known as “Make Ready”; a system which sees ambulances prepared by a dedicated team of specialists who clean, restock and check the equipment on ambulances before the beginning and at the end of every shift. This takes place in purpose built or converted buildings. Canterbury district is mid-distance between existing Make Ready Centres (MRC) at Thanet and Ashford. In addition to these two MRC’s the district is also served by Ambulance Community Response Posts, which provide rest facilities for ambulance staff between emergencies, at the Council Offices, Military Road and Maynard Road Car Park.
- 12.9. SECAmb have advised that the Ashford and Thanet MRCs are operating at capacity and that the growth identified in the new Local Plan will cause significant additional pressure requiring additional capacity. There is limited physical scope for expansion at the Ashford or Thanet MRCs, therefore this could be addressed through the provision of a new MRC in Canterbury. Given the early stage of the new Local Plan, such a proposal does not currently feature in SECAmb’s capital plan and outside funding would be required. The council will continue to engage with SECAmb as work on the Local Plan progresses.

## **Police**

- 12.10. Kent Police have advised that the scale of growth proposed in the new Local Plan will inevitably place increased demands on the policing of the district. The size of the proposed developments, expected population increases and location of the developments will factor into Kent Police’s considerations of how their estate is managed and how quality policing is effectively delivered locally to ensure the public are kept safe, this also needs to be considered for the construction phase of the development. Measures to increase capacity could include new secure buildings for staff working, additional equipment and parking, for the necessary additional personnel. CCC will continue to engage with Kent Police as work on the Local Plan progresses, to identify any further specific requirements.

## **Fire and Rescue**

- 12.11. At this stage, Kent Fire and Rescue have not confirmed the impact of the proposed Local Plan growth and the need for additional infrastructure. This will be kept under review and further engagement will be undertaken with Kent Fire and Rescue as work on the Local Plan progresses.

## 13. Community Infrastructure

- 13.1. Development in the new Local Plan will place additional pressures on community services such as libraries, youth services, community learning and adult social care. Whilst health and educational facilities can also be considered as community infrastructure, for the purposes of this IDP they have been considered separately. KCC is responsible for the majority of community services in the district and has advised that no new physical, on-site provision will be required to accommodate the impact of Local Plan growth. Funding however will be required to increase the capacity of existing community services. The timescales of the Local Plan can make it challenging to plan for the delivery of services over the long term and the council will continue to engage with KCC as part of future updates to the IDP.

## 14. Utility Infrastructure

### Water

- 14.1. South East Water is largely responsible for supplying fresh water in the district, with Affinity Water responsible for a small area in the south of the district. South East Water is currently in the process of preparing their next Water Resources Management Plan which is due to be published in 2024. This involves working with Water Resources South East, a group of six water companies (including Affinity Water), to review how water will be sourced and supplied across the whole South East region during the next 75 years. As part of this group South East Water have recently consulted on the emerging regional plan. The plan identifies the need to deliver a new reservoir at Broad Oak near Canterbury, Kent, to increase capacity both within the district and wider region, a project which has been in consideration since the 1970s. The scheme will include water treatment works and recreational facilities for the community. Affinity Water have not highlighted the need for any further infrastructure at this stage, and the council will continue to engage as the Local Plan develops.
- 14.2. Southern Water is responsible for waste water in the district. In July 2020 Natural England issued water quality advice which affects planning applications for new homes which would discharge wastewater to the Stour Valley river catchment area and cause any further deterioration of the water quality at Stodmarsh. Since the announcement the council has been working closely with Southern Water, neighbouring local authorities, Natural England, Kent County Council, the Environment Agency and government departments to find a solution and will continue to do so.
- 14.3. The council has commissioned consultants to prepare a Canterbury Nutrient Mitigation Plan, to identify possible solutions to the issue. The study found that large development sites often have the scope, budget, and available space to deliver on-site mitigation to significantly reduce the future nutrient loading from the development. The Local Plan

therefore requires proposals for over 300 homes within the catchment area to have their own on site wastewater treatment works as set out in site allocation policies and Schedule E.

- 14.4. The Canterbury Nutrient Mitigation Plan identifies a need for strategic wetland to offset the impact of development on the nitrogen and phosphate levels at Stodmarsh. This is proposed at Land to the South of Sturry road (site C24) along with the safeguarding of other areas which may be suitable, to facilitate the delivery of smaller scale development within the Stour catchment which is unable to mitigate the impact of its nutrient loading on site.
- 14.5. Southern Water has developed a Drainage and Wastewater Management Plan (DWMP) for its operational area in the South East. Improvements identified include the upgrade of Canterbury (Sturry) Waste Water Treatment Works and significant, short term investment in separating storm water and waste water at Swalecliffe, Canterbury and Westbere. The council would like to see early delivery of improvements to waste water and sewerage infrastructure across the district and will continue to work closely with Southern Water and others to address the issue.

## **Energy**

- 14.6. UK Power Networks have been consulted on the scale of growth proposed in the new Local Plan. No specific schemes have been identified as required to accommodate new development and it is anticipated that any connections and associated infrastructure improvements will be identified and delivered alongside individual developments, without the need for Section 106 planning obligations or the CIL.
- 14.7. At this stage, Southern Gas Networks and National Grid have not confirmed the impact of the proposed Local Plan growth and the need for additional infrastructure. Further engagement will be undertaken as work on the Local Plan progresses.

## **Telecoms and Broadband**

- 14.8. Policies DS6 and DS8 in the draft Local Plan set out comprehensive requirements for the provision of high speed broadband services to new developments. The council will continue to work with KCC to improve access to superfast broadband services across the district and will support new communications infrastructure such as phone masts where this is appropriately located and designed.
- 14.9. At this stage, telecom providers Three, CTIL and EE have not confirmed the impact of the proposed Local Plan growth and the need for additional infrastructure. This will be kept under review and further engagement will be undertaken as work on the Local Plan progresses to ensure the delivery of 5G connectivity.

## **15. Open space, recreation and green infrastructure (including flood management)**

- 15.1. The council’s Playing Pitch Strategy (2020), Indoor Built Facilities Strategy (2020) and the draft Canterbury District Open Spaces Strategy (2022) clearly identify the need for new and improved open spaces and sports facilities over the period of the new Local Plan to respond to the pressures that additional growth will place on existing provision.
- 15.2. Policy DS24 sets out the open space requirements for new residential and mixed-use development and the thresholds for where this should be provided on-site or off-site. For larger sites, the open space requirements are generally expected to be met on site and site allocation policies set out approximate open space requirements based on an approximate number of dwellings. These requirements are also set out in the IDP, although it should be noted that the figures are approximate and subject to change depending on dwelling numbers and ultimate housing mix, in accordance with Policy DS24.
- 15.3. Where, in accordance with Policy DS24, the provision of open space may be off-site or through financial contributions towards improvements, schemes are identified in the draft Canterbury District Open Spaces Strategy (2022) and an Action Plan is to be developed post-consultation. The strategy is published for consultation alongside the Regulation 18 draft Local Plan and its evidence base. At this stage, identified schemes are not incorporated into this IDP, but will be incorporated into later iterations following consultation feedback.
- 15.4. The Canterbury District Strategic Flood Risk Assessment (SFRA) has been updated to support the Regulation 18 draft Local Plan. No site specific flood mitigation measures have currently been identified. Policy DS20 of the new Local Plan requires the undertaking of individual flood risk assessments where appropriate, and for the implementation of any necessary mitigation measures to enable development.

## **16. Next Steps**

- 16.1. The IDP is a “living document” and the council will review the outputs of the Regulation 18 draft Local Plan consultation, together with the outputs of the Open Space Strategy and Local Cycling and Walking Implementation Plan consultations to update the IDP where necessary.
- 16.2. The council will also undertake further evidence gathering and consultation with infrastructure providers and stakeholders to confirm requirements, costs, funding sources, timescales, phasing and risks etc., as the Regulation 19, Pre-submission version of the Local Plan is prepared.

## Part B - Schedules

### Schedule A - Sustainable Transport and Highways

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
<b>Canterbury</b>									
IA1	Highways Improvements	New 500 space Park and Ride at Site C6 Land at Merton Park.	Transport Topic Paper Local Plan Transport Modelling	Site C6 is required to deliver the scheme which will support development across the district.	KCC CCC	S106 CIL	TBC	Evidence shows that an improvement will be required. Will need to be sequenced with delivery of fast bus link (IDP 2019, Ref SST9)	TBC
IA2	Highways Improvements	New A2 junction to provide access to sites C6 Land at Merton Park and C7 Land to the north of Hollow Lane.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed for delivery of sites C6 and C7.	KCC National Highways CCC	S106	£10m	Evidence shows that an improvement will be required.	TBC
IA3	Highways Improvements	South West Canterbury Link Road	Transport Topic Paper Local Plan Transport Modelling	Scheme needed for delivery of sites C6, C7 and Site 11 Cockerling Farm (Local Plan 2017).	KCC CCC	S106 S278	TBC	Evidence shows that an improvement will be required.	TBC
IA4	Highways Improvements	EMC - Section from A28 Sturry Road to A257 Littlebourne Road	Transport Topic Paper Local Plan Transport Modelling TfSE Transport Strategy	Scheme needed to support development across the district.	KCC CCC	S106 CIL	£73m	Evidence shows that an improvement will be required. Concept design undertaken to evaluate route options.	TBC
IA5	Highways Improvements	EMC - Section from A257 Littlebourne Road, through sites C12 and C13, including bridge over Canterbury East railway line between Site C13 and Site 1 (CDLP 2017)	Transport Topic Paper Local Plan Transport Modelling TfSE Transport Strategy	Scheme needed for delivery of sites C12, C13, C14	Developer KCC CCC	S278 S106	£52m	Evidence shows that an improvement will be required. Concept design undertaken to evaluate route options.	TBC
IA6	Highways Improvements	EMC - Section from Canterbury East railway line, through Site 1 (CDLP 2017) to New Dover Road / A2 at Bridge.	Transport Topic Paper Local Plan Transport Modelling TfSE Transport Strategy	Scheme needed for delivery of sites C12, C13, C14 and Site 1 South Canterbury (Local Plan 2017).	Developer KCC CCC	S278 S106	£28m	Evidence shows that an improvement will be required. Concept design undertaken to evaluate route options.	TBC
IA7	Highways Improvements	EMC - Any necessary upgrades to the EMC through Site 1 (CDLP 2017) to New Dover Road / A2 at Bridge.	Transport Topic Paper Local Plan Transport Modelling TfSE Transport Strategy	Scheme needed for delivery of sites C12, C13, C14	Developer KCC CCC Network Rail	S106	£10m	Evidence shows that an improvement will be required. Concept design undertaken to evaluate route options.	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IA8	Highways Improvements	Creation of Modal Filters to close rat-runs and support implementation of the transport strategy.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed to support development across the district.	KCC CCC	CIL	£200k	Evidence shows that an improvement will be required.	TBC
IA9	Highways Improvements	ANPR Technology.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed to support development across the district.	KCC CCC	CIL	£5m	Evidence shows that an improvement will be required.	TBC
IA10	Highways Improvements	St Andrew's Close and Rhodaus Close right turn signals.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed to support development across the district.	KCC CCC	CIL	£500k	Evidence shows that an improvement will be required.	TBC
IA11	Highways Improvements/ Parking	Extension of residents' parking schemes to remove all long stay parking from the city.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed to support development across the district.	KCC CCC	CIL	£100k	Evidence shows that an improvement will be required.	TBC
IA12	Highways Improvements	Upgrades to Rough Common Road	Transport Topic Paper Local Plan Transport Modelling	Scheme needed to support development across the district.	KCC CCC	CIL	£2m	Evidence shows that an improvement will be required.	TBC
IA13	Highways Improvements	A2 Harbledown all movement junction.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed to support development across the district.	KCC CCC	CIL	£20m	Evidence shows that an improvement will be required.	TBC
IA14	Active Travel	Reallocation of road space for active travel including the remove one lane of dual carriageway in each direction between London Road roundabout and St George's roundabout and provide high quality, segregated cycle lanes on Rheims Way, Pin Hill, Rhodaus Town, Upper Bridge Street, Lower Bridge Street and Tourtel Road.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed to support development across the district.	KCC CCC	CIL	TBC	Evidence shows that an improvement will be required.	TBC
IA15	Active Travel	Package of measures to improve walking and cycling infrastructure, as outlined in the Draft Local Cycling and Walking Implementation Plan (2022).	Draft Local Cycling and Walking Implementation Plan (2022) Transport Topic Paper Local Plan Transport Modelling	Schemes needed to support development across the district.	KCC CCC	CIL	TBC	TBC	TBC
IA16	Public Realm	Measures to improve the accessibility and appearance of public realms.	Regulation 18 Draft Canterbury District Local Plan (2020 - 2045) policies DS6 and DS10.	Schemes needed to support development across the district.	KCC CCC	CIL	TBC	TBC	TBC



Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IA17	Public Transport - Bus	Rheims Way/London Road roundabout to St Peter's roundabout - provide a new bus lane.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed to support development across the district.	KCC CCC	CIL	£1m	Evidence shows that an improvement will be required.	TBC
IA18	Public Transport - Bus	Extension of Sturry Road bus lane from junction with new Sturry link road to Tourtel Road.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed to support development across the district.	KCC CCC	CIL	£2m	Evidence shows that an improvement will be required.	TBC
IA19	Public Transport - Bus	Improvements at Canterbury Bus Station to increase capacity, improve public realm and improve facilities for disabled users.	Transport Topic Paper	Scheme needed to support development across the district.	KCC CCC Stagecoach	Grant Funding CIL	TBC	Evidence shows that an improvement is required.	TBC
IA20	Public Transport - Rail	Enlarged booking hall at Canterbury West including moving the waiting room and tenancy to a new location and building a new waiting room and tenancy.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Canterbury.	Network Rail and Southeastern	CIL S106	£1.2m	Evidence shows that an improvement will be required.	TBC
IA21	Public Transport - Rail	Additional ticket gates and ticket vending machines at Canterbury West.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Canterbury.	Network Rail and Southeastern	CIL S106	£145k	Evidence shows that an improvement will be required.	TBC
IA22	Public Transport - Rail	Lengthen and widen the platforms from 8 car to 12 car at Canterbury West.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Canterbury.	Network Rail and Southeastern	CIL S106	£2m	Evidence shows that an improvement will be required.	TBC
IA23	Public Transport - Rail	A new 12 car turnback facility or a bay platform at Canterbury West to reduce the down time of the crossing barriers at St Dunstan's Crossing	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Canterbury.	Network Rail and Southeastern	CIL S106	£2m	Evidence shows that an improvement will be required.	TBC
IA24	Public Transport - Rail	Entrance on the north side of Canterbury West station onto Roper Road with Covered gate line, ticket vending machines, CCTV and customer information system.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Canterbury.	Network Rail and Southeastern	CIL S106	£1m (assuming level access with no footbridge/lift required) An extra £1.5m required if turnback facility not delivered.	Evidence shows that an improvement will be required.	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IA25	Public Transport - Rail	Access gate on the south of the Canterbury East station, including a covered gate line building, a ticket-gate line, customer information system, CCTV and ticket vending machines.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Canterbury.	Network Rail and Southeastern	CIL S106	£750k	Evidence shows that an improvement will be required.	TBC
IA26	Public Transport - Rail	Enhanced station building at Canterbury East including an extra ticket gate line and two doorways to the booking hall.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Canterbury.	Network Rail and Southeastern	CIL S106	£130k	Evidence shows that an improvement will be required.	TBC
IA27	Public Transport - Rail	Additional customer information system and ticket vending machine at Canterbury East.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Canterbury.	Network Rail and Southeastern	CIL S106	£40k	Evidence shows that an improvement will be required.	TBC
<b>Whitstable</b>									
IA28	Highways Improvements	New junction to A299 to provide access to site W5 Land at Brooklands Farm and rerouting of South Street.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed for delivery of sites W5 and W8.	KCC CCC	S106 S278	£10m	Evidence shows that an improvement will be required.	TBC
IA29	Highways Improvements	New Park and Bus at Site W6 Land South of Thanet Way.	Transport Topic Paper Local Plan Transport Modelling	Site W6 is required to deliver the scheme which will support development across the district.	KCC CCC	CIL S106	TBC	Evidence shows that an improvement will be required.	TBC
IA30	Active Travel	Package of measures to improve walking and cycling infrastructure, as outlined in the Draft Local Cycling and Walking Implementation Plan (2022).	Draft Local Cycling and Walking Implementation Plan (2022) Transport Topic Paper Local Plan Transport Modelling	Schemes needed to support development across the district.	KCC CCC	CIL	TBC	TBC	TBC
IA31	Public Realm	Measures to improve the accessibility and appearance of public realms.	Regulation 18 Draft Canterbury District Local Plan (2020 - 2045) policies DS6 and DS10.	Schemes needed to support development across the district.	KCC CCC	CIL	TBC	TBC	TBC
IA32	Public Transport - Rail	New shelters and seating at Chestfield and Swalecliffe Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Whitstable.	Network Rail and Southeastern	CIL S106	£70k	Evidence shows that an improvement will be required.	TBC
IA33	Public Transport - Rail	Improved fencing and anti-trespass measures at Chestfield and Swalecliffe Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Whitstable.	Network Rail and Southeastern	CIL S106	£20k	Evidence shows that an improvement will be required.	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IA34	Public Transport - Rail	Increased cycle parking at Chestfield and Swalecliffe Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly in Whitstable.	Network Rail and Southeastern	CIL S106	TBC	Evidence shows that an improvement will be required. Land outside the existing leased station area will be needed to facilitate the provision of additional cycle parking.	TBC
<b>Herne Bay</b>									
IA35	Active Travel	Package of measures to improve walking and cycling infrastructure, as outlined in the Draft Local Cycling and Walking Implementation Plan (2022).	Draft Local Cycling and Walking Implementation Plan (2022) Transport Topic Paper Local Plan Transport Modelling	Schemes needed to support development across the district.	KCC CCC	CIL	TBC	TBC	TBC
IA36	Public Realm	Measures to improve the accessibility and appearance of public realms.	Regulation 18 Draft Canterbury District Local Plan (2020 - 2045) policies DS6 and DS10.	Schemes needed to support development across the district.	KCC CCC	CIL	TBC	TBC	TBC
<b>Rural</b>									
IA37	Active Travel	Package of measures to improve walking and cycling infrastructure, as outlined in the Draft Local Cycling and Walking Implementation Plan (2022).	Draft Local Cycling and Walking Implementation Plan (2022) Transport Topic Paper Local Plan Transport Modelling	Schemes needed to support development across the district.	KCC CCC	CIL	TBC	TBC	TBC
IA38	Public Realm	Measures to improve the accessibility and appearance of public realms.	Regulation 18 Draft Canterbury District Local Plan (2020 - 2045) policies DS6 and DS10.	Schemes needed to support development across the district.	KCC CCC	CIL	TBC	TBC	TBC
IA39	Highways Improvements	Provision of a link road through site R15 connecting The Hill with Bekesbourne Lane.	Transport Topic Paper Local Plan Transport Modelling	Scheme needed for delivery of site R15.	KCC CCC	S106 S278	TBC	Evidence shows that an improvement will be required.	TBC
IA40	Public Transport - Rail	New shelters and seating at Bekesbourne Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly at East Canterbury and Littlebourne.	Network Rail and Southeastern	CIL S106	£70k	Evidence shows that an improvement will be required.	TBC
IA41	Public Transport - Rail	Secure cycle hub at Bekesbourne Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly at East Canterbury and Littlebourne.	Network Rail and Southeastern	CIL S106	£70k	Evidence shows that an improvement will be required.	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IA42	Public Transport - Rail	Step free access between platforms at Bekesbourne Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed to support development across the district, particularly at East Canterbury and Littlebourne.	Network Rail and Southeastern	CIL S106	TBC	Evidence shows that an improvement will be required.	TBC
IA43	Public Transport - Rail	New shelters and seating at Adisham Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed for delivery of site R1.	Network Rail and Southeastern	CIL S106	£70k	Evidence shows that an improvement will be required.	TBC
IA44	Public Transport - Rail	Secure cycle hub at Adisham Station, including cycle spaces for drop and go.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed for delivery of site R1.	Network Rail and Southeastern	CIL S106	£75k	Evidence shows that an improvement will be required.	TBC
IA45	Public Transport - Rail	Additional ticket vending machines, customer information system, CCTV and signage at Adisham Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed for delivery of site R1.	Network Rail and Southeastern	CIL S106	£82.5k	Evidence shows that an improvement will be required.	TBC
IA46	Public Transport - Rail	Step Free access at Adisham Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed for delivery of site R1.	Network Rail and Southeastern	CIL S106	TBC	Evidence shows that an improvement will be required.	TBC
IA47	Public Transport - Rail	New station building at Aylesham Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed for delivery of growth in Aylesham.	Network Rail and Southeastern	CIL S106	£1.8m	Evidence shows that an improvement will be required.	TBC
IA48	Public Transport - Rail	Step free access between platforms at Aylesham Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed for delivery of growth in Aylesham.	Network Rail and Southeastern	CIL S106	£4.3m	Evidence shows that an improvement will be required.	TBC
IA49	Public Transport - Rail	Additional CIS/ full PA system and CCTV at Aylesham Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed for delivery of growth in Aylesham.	Network Rail and Southeastern	CIL S106	£70k	Evidence shows that an improvement will be required.	TBC
IA50	Public Transport - Rail	Improved pedestrian access to both platforms at Snowdown Station from Holt Street.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed for delivery of growth in Aylesham.	Network Rail and Southeastern	CIL S106	TBC	Evidence shows that an improvement will be required.	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IA51	Public Transport - Rail	Additional seating and CCTV at Snowdown Station.	Network Rail and Southeastern R18 Representation on draft CDLP	Scheme needed for delivery of growth in Aylesham.	Network Rail and Southeastern	CIL S106	£55k	Evidence shows that an improvement will be required.	TBC

## Schedule B - Education

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost*	Scheme status	Timescale for delivery
<b>Canterbury</b>									
IB1	Primary Education	Provision of a new 2FE Primary School on site C6 Land at Merton Park.	KCC School Commissioning Plan 2022 -2026 KCC R18 Representation on draft CDLP	Development in Canterbury will generate the need for a new primary school.	KCC	S106 CIL	£10.19m build cost plus land acquisition.	Evidence shows that additional capacity will be required.	TBC
IB2	Primary Education	Provision of a new 2FE Primary School on site C7 Land to the north of Hollow Lane.	KCC School Commissioning Plan 2022 -2026 KCC R18 Representation on draft CDLP	Development in Canterbury will generate the need for a new primary school.	KCC	S106 CIL	£10.19m build cost plus land acquisition.	Evidence shows that additional capacity will be required.	TBC
IB3	Primary Education	Provision of a new 3FE Primary School on site C12 Land south of Littlebourne Road.	KCC R18 Representation on draft CDLP	Development in Canterbury will generate the need for a new primary school.	KCC	S106 CIL	£15.29m build cost plus land acquisition.	Evidence shows that additional capacity will be required.	TBC
<b>Whitstable</b>									
IB4	Primary Education	Provision of a new 3FE Primary School on site W5 Land at Brooklands Farm.	KCC School Commissioning Plan 2022 -2026 KCC R18 Representation on draft CDLP	Development in Whitstable will generate the need for a new primary school.	KCC	S106 CIL	£15.29m build cost plus land acquisition.	Evidence shows that additional capacity will be required.	TBC
IB5	SEND Education	Provision of a new SEND school on site W5 Land at Brooklands Farm.	KCC School Commissioning Plan 2022 -2026 KCC R18 Representation on draft CDLP	Development across the district will generate the need for a new SEND school.	KCC	S106 CIL	£9.18m build cost (indicative only as depends on complexity of pupil need), plus land acquisition.	Evidence shows that additional capacity will be required.	TBC
IB6	Secondary Education	Provision of a new 6FE Secondary School with 6th Form on site W8 Bodkin Farm.	KCC School Commissioning Plan 2022 -2026 KCC R18 Representation on draft CDLP	Development across the district will generate the need for a new secondary school.	KCC	S106 CIL	£28.47m build cost plus land acquisition.	Evidence shows that additional capacity will be required.	TBC
<b>Herne Bay</b>									
IB7	Secondary Education	Provision of a new 6FE Secondary School with 6th Form on site HB4 Land to the West of Thornden Wood Road.	KCC School Commissioning Plan 2022 -2026 KCC R18 Representation on draft CDLP	Development across the district will generate the need for a new secondary school.	KCC	S106 CIL	£28.47m build cost plus land acquisition.	Evidence shows that additional capacity will be required.	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost*	Scheme status	Timescale for delivery
<b>Rural Areas</b>									
IB8	Primary Education	Provision of two new 2FE Primary Schools on site R1 Land at Cooting Farm.	KCC School Commissioning Plan 2022 -2026 KCC R18 Representation on draft CDLP	Development in Whitstable will generate the need for a new primary school.	KCC	S106 CIL	2 x £10.19m build cost plus land acquisition.	Evidence shows that additional capacity will be required.	TBC
IB9	Secondary Education	Consideration of the need, and provision if appropriate, of a new Secondary School on site R1 Land at Cooting Farm.	KCC School Commissioning Plan 2022 -2026 KCC R18 Representation on draft CDLP	Development across the district may generate the need for a new secondary school.	KCC	S106 CIL	TBC	Evidence shows that additional capacity may be required.	TBC

\* Costs indicated are for build only and are indexed from April 2020, using BCIS General Build.

## Schedule C - Health and Public Services

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
<b>District Wide</b>									
IC1	Ambulance Make Ready Centre	Provision of a new Make Ready Centre for ambulances.	SECAmb	Development across the District.	SECAmb	CIL Other	£6-7m	Evidence shows that an improvement will be required.	TBC
IC2	Police	Measures to improve quality and/or provide additional capacity at Kent Police Infrastructure	Kent Police R18 Representation on draft CDLP	All development across the district may have an impact.	Kent Police	CIL S106 Other	TBC	Evidence shows that an improvement will be required.	TBC
<b>Canterbury</b>									
IC3	GP Surgery	Provision of a new GP Surgery on site C7 Land to the north of Hollow Lane.	CCG R18 Representation on draft CDLP	Development in Canterbury will generate the need for a new GP Surgery.	CCG	CIL S106	TBC	Evidence shows that additional capacity will be required.	TBC
IC4	GP Surgery	Measures to improve quality and/or provide additional capacity at Northgate Surgery and/or measures to improve quality and/or provide additional capacity at Canterbury Medical Practice.	CCG GP Estates Strategy 2021 CCG R18 Representation on draft CDLP	Development in Canterbury will generate the need for additional GP capacity.	CCG	CIL S106	TBC	Evidence shows that additional capacity will be required.	TBC
IC5	GP Surgery	Measures to improve quality and/or provide additional capacity at New Dover Road Surgery.	CCG GP Estates Strategy 2021 CCG R18 Representation on draft CDLP	Development in Canterbury will generate the need for additional GP capacity.	CCG	CIL S106	TBC	Evidence shows that additional capacity will be required.	TBC
<b>Whitstable</b>									
IC6	GP Surgery	Measures to improve quality and/or provide additional capacity at Whitstable Medical Practice.	CCG R18 Representation on draft CDLP	Development in Whitstable will generate the need for additional GP capacity.	CCG	CIL S106	TBC	Evidence shows that additional capacity will be required.	TBC
<b>Herne Bay</b>									
IC7	GP Surgery	Measures to improve quality and/or provide additional capacity at The Heron Medical Practice.	CCG R18 Representation on draft CDLP	Development in Herne Bay will generate the need for additional GP capacity.	CCG	CIL S106	TBC	Evidence shows that additional capacity will be required.	TBC
<b>Rural Areas</b>									
IC8	GP Surgery	Measures to improve quality and/or provide additional capacity at Aylesham Health Centre.	CCG R18 Representation on draft CDLP	Development at site R1 and R20 will generate the need for additional GP capacity.	CCG	CIL S106	TBC	Evidence shows that additional capacity will be required.	TBC



Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IC9	GP Surgery	Measures to improve quality and/or provide additional capacity at Littlebourne Surgery.	CCG R18 Representation on draft CDLP	Development in Canterbury and Littlebourne will generate the need for additional GP capacity.	CCG	CIL S106	TBC	Evidence shows that additional capacity will be required.	TBC
IC10	GP Surgery	Measures to improve quality and/or provide additional capacity at Chartham Surgery/ Old School Surgery.	CCG R18 Representation on draft CDLP	Development in Chartham and South West Canterbury will generate the need for additional GP capacity.	CCG	CIL S106	TBC	Evidence shows that additional capacity will be required.	TBC

## Schedule D - Community Infrastructure

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
<b>District-Wide</b>									
ID1	Community Learning	Additional IT, equipment, and resources to enable increased capacity within Adult Education Centres in the district and outreach facilities.	KCC R18 Representation on draft CDLP	Development across the District.	KCC	CIL S106	Unknown	Evidence shows that additional capacity will be required.	TBC
ID2	Youth Service/ Early Help Service	Increased service capacity through the provision of outreach services, as well as capacity improvements to youth centres in the district.	KCC R18 Representation on draft CDLP	Development across the District.	KCC	CIL S106	Unknown	Evidence shows that additional capacity will be required.	TBC
ID3	Libraries, Registrations and Archives	Increased service capacity through the provision of equipment, resources, technology, and reconfiguration/expansion of existing libraries, as well as provision of co-located, cultural hubs in the district.	KCC R18 Representation on draft CDLP	Development across the District.	KCC	CIL S106	Unknown	Evidence shows that additional capacity will be required.	TBC
ID4	Adult Social Care	Increased service capacity through the provision of Specialist Accommodation, assistive technology and home adaptation equipment, provision of changing places, sensory facilities and adapting community facilities for use by all.	KCC R18 Representation on draft CDLP	Development across the District.	KCC	CIL S106	Unknown	Evidence shows that additional capacity will be required.	TBC

## Schedule E - Utility Infrastructure

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
<b>District- Wide</b>									
IE1	Water Supply	New reservoir to the north of Broad Oak including water treatment works and recreational facilities.	Water Resources South East - emerging Regional Plan.	Development across the District.	South East Water and Partners	TBC	TBC	TBC	TBC
IE2	Waste Water	Anticipated extra capacity needed at Canterbury Waste Water Treatment Works	DWMP	Development within Stour Catchment	Southern Water and Environment Agency	TBC	£2m	TBC	TBC
IE3	Waste Water	Additional treatment for phosphorus and nitrogen at wastewater treatment works discharging into Stour catchment.	DWMP NE NN Guidance	Development within Stour Catchment	SW EA NE Ofwat DEFRA	TBC	TBC	TBC	TBC
IE4	Waste Water	Upgrade of Storm Surge Overflows at Westbere, Canterbury and Swalecliffe.	DWMP	Development across the District.	Southern Water	TBC	TBC	TBC	TBC
IE5	Waste Water	Provision of a new high quality waste water treatment works at Site C6. (This could be provided in combination with Site C7).	Canterbury Nutrient Mitigation Plan (2022)	Scheme needed for delivery of site C6 (and site C7).	Developer Southern Water	Developer funded.	TBC	TBC	TBC
IE6	Waste Water	Provision of a new high quality waste water treatment works at Site C7. (This could be provided in combination with Site C6).	Canterbury Nutrient Mitigation Plan (2022)	Scheme needed for delivery of site C7 (and site C6).	Developer Southern Water	Developer funded.	TBC	TBC	TBC
IE7	Waste Water	Provision of a new high quality waste water treatment works at Site C12. (This could be provided in combination with Site C13).	Canterbury Nutrient Mitigation Plan (2022)	Scheme needed for delivery of site C12 (and site C13), C14 and C15.	Developer Southern Water	Developer funded.	TBC	TBC	TBC
IE8	Waste Water	Provision of a new high quality waste water treatment works at Site C13. (This could be provided in combination with Site C12).	Canterbury Nutrient Mitigation Plan (2022)	Scheme needed for delivery of site C13 (and site C12), C14 and C15.	Developer Southern Water	Developer funded.	TBC	TBC	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IE9	Waste Water	Provision of a new high quality waste water treatment works at Site R15.	Canterbury Nutrient Mitigation Plan (2022)	Scheme needed for delivery of site R15	Developer Southern Water	Developer funded.	TBC	TBC	TBC
IE10	Wetland	Provision of strategic wetland at Site C24 to offset the impact of development on the nitrogen and phosphate levels at Stodmarsh.	Canterbury Nutrient Mitigation Plan (2022)	Scheme needed to support delivery of development in the Sour Catchment.	CCC, SW, EA, NE, Ofwat, DEFRA	TBC	TBC	TBC	TBC

## Schedule F - Open space, recreation and green infrastructure (including flood management)

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
<b>Canterbury</b>									
IF1	Open Space	Provision of open space at Site C6 to include approximately 19.67ha of new natural/ semi natural, 11.06ha of amenity green space, 3.93ha of parks and gardens, 2.70ha of play facilities (including a new skatepark), 4.28ha of outdoor sports and 74 new allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site C6 Land at Merton Park	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF2	Open Space	Provision of open space at Site C7 to include approximately 6.97ha of new natural/ semi natural, 3.92ha of amenity green space, 1.39ha of parks and gardens, 0.96ha of play facilities, 1.52ha of outdoor sports and 26 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site C7 Land to the North of Hollow Lane	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF3	Open Space	Provision of open space at Site C8 to include approximately 0.9ha of new natural/ semi natural, 0.51ha of amenity green space, 0.18ha of parks and gardens, and 0.12ha of play facilities.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site C8 Milton Manor House	Developer CCC	Developer funded, S106	TBC	Concept	TBC
IF4	Open Space	Provision of open space at Site C12 to include approximately 13.27ha of new natural/ semi natural, 7.47ha of amenity green space, 2.65ha of parks and gardens, 1.82ha of play facilities, 2.89ha of outdoor sports and 50 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site C12 Land South of Littlebourne Road	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF5	Open Space	Provision of open space at Site C13 to include approximately 6.11ha of new natural/ semi natural, 3.44ha of amenity green space, 1.22ha of parks and gardens, 0.84ha of play facilities, 1.33ha of outdoor sports and 23 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site C13 Land south of Bekesbourne Lane	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF6	Open Space	Provision of open space at Site C15 to include approximately 0.7ha of new natural/ semi natural, 0.39ha of amenity green space, 0.14ha of parks and gardens and 0.1ha of play facilities.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site C15 Canterbury Golf Course	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF7	Sport Facilities	Provision of a new Sports Hub at site C6 to include a new football stadia (Category C (Step 3) FA graded ground as a minimum) and new and improved rugby club facilities (to include re-provision of the existing number and size of pitches at Canterbury RFC as a minimum)	Canterbury District Playing Pitch Strategy (2020)	Site C6 is required to deliver the scheme which will support development across the district.	Developer, RFU, Sports Club	Developer funded S106 CIL	TBC	Concept	TBC
IF8	Sport Facilities	Improve the quality of football pitches and secure community use at Simon Langton Grammar School for Boys	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, School	Grant Funding S106 CIL	TBC	Identified need	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IF9	Sport Facilities	Improve the quality of the cricket square at Simon Langton Grammar School for Boys.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	School	Grant Funding S106 CIL	TBC	Identified need	TBC
IF10	Sport Facilities	Improve football pitch quality at Canterbury Academy Trust Campus and work with the school to secure community use.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, School	Grant Funding S106 CIL	TBC	Identified need	TBC
IF11	Sport Facilities	Improve tennis court quality at Canterbury Academy Trust Campus in order to maximise play and play opportunities.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Lawn Tennis Association School	S106 CIL	TBC	Identified need	TBC
IF12	Sport Facilities	Improve football pitch quality at The Archbishop's School to create future spare capacity and work with the school to secure community use.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, School	S106 CIL	TBC	Identified need	TBC
IF13	Sport Facilities	Improve court quality at Victoria Recreation Ground and if appropriate, resurface the courts to encourage greater recreational usage.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Lawn Tennis Association, School	S106 CIL	TBC	Identified need	TBC
IF14	Sport Facilities	Explore the feasibility of replacing the disused cricket pitch at Victoria Recreation ground and provide if appropriate.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	England and Wales Cricket Board	S106 CIL	TBC	Identified need	TBC
<b>Whitstable</b>									
IF15	Open Space	Provision of open space at site W5 to include approximately 12.32ha of new natural/ semi natural, 6.93ha of amenity green space, 2.46ha of parks and gardens, 1.69ha of play facilities, 2.68ha of outdoor sports (including a new cricket pitch and facilities for Chestfield Cricket Club) and 46 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24 Draft Canterbury District Open Spaces Strategy (2022).	Site W5 Land at Brooklands Farm	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF16	Open Space	Provision of open space at site W6 to include approximately 2.56ha of new natural/ semi natural, 1.44ha of amenity green space, 0.51ha of parks and gardens, 0.35ha of play facilities, 0.56ha of outdoor sports and 10 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24 Draft Canterbury District Open Spaces Strategy (2022).	Site W6 Land South of Thanet Way	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF17	Open Space	Provision of open space at site W7 to include approximately 1.14ha of new natural/ semi natural, 0.64ha of amenity green space, 0.23ha of parks and gardens, and 0.16ha of play facilities.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24 Draft Canterbury District Open Spaces Strategy (2022).	Site W7 Land at Golden Hill	Developer, CCC	Developer funded, S106	TBC	Concept	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IF18	Open Space	Provision of open space at site W8 to include approximately 2.37ha of new natural/ semi natural, 1.33ha of amenity green space, 0.47ha of parks and gardens, 0.33ha of play facilities, 0.52ha of outdoor sports and 9 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site W8 Bodkin Farm	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF19	Sport Facilities	Explore further opportunities to bring back Church Street Playing Field into use and to establish secured use for local teams.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, KCC	Grant Funding S106 CIL	TBC	Identified need	TBC
IF20	Sport Facilities	Explore the feasibility, and provide if appropriate, sports lighting to accommodate additional demand at St Anne's Tennis Courts.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Lawn Tennis Association, CCC	Grant Funding S106 CIL	TBC	Identified need	TBC
IF21	Sport Facilities	Improve square quality at The Belmont Ground through an enhanced maintenance regime to alleviate overplay.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	England and Wales Cricket Board, CCC	Grant Funding S106 CIL	TBC	Identified need	TBC
IF22	Sport Facilities	Explore and provide if appropriate further opportunities to bring back Waldens' Pitches, Seasalter (Faversham Road) into use and to establish secured use for local teams. There is some local demand for youth pitches identified.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation	Grant Funding S106 CIL	TBC	Identified need	TBC
IF23	Sport Facilities	Improve pitch quality and the maintenance regime at Whitstable Rugby Club and consider and provide, if appropriate, options and feasibility for a suitable alternative training venue to capacitate all midweek training demand.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Rugby Football Union, Sports Club	Grant Funding S106 CIL	TBC	Identified need	TBC
IF24	Sport Facilities	Explore the feasibility and provide if appropriate, the replacement/rebuild of the ancillary provision on site to encourage additional usage and meet league requirements at Whitstable Town FC.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, Sports Club	Grant Funding S106 CIL	TBC	Identified need	TBC
IF25	Sport Facilities	Maintain and improve the quality of the facility of Whitstable Swimming Pool	Canterbury District Indoor Sports Facilities Strategy (2020)	Improvements needed over the period of Local Plan.	Active Life, CCC	S106 CIL	TBC	Identified need	TBC
<b>Herne Bay</b>									
IF26	Open Space	Provision of open space at site HB4 to include approximately 1.42ha of new natural/ semi natural, 0.8ha of amenity green space, 0.28ha of parks and gardens, 0.2ha of play facilities, 0.31ha of outdoor sports and 5 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24	Site HB4 Land to the West of Thornden Wood Road	Developer, CCC	Developer funded, S106	TBC	Concept	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
			Draft Canterbury District Open Spaces Strategy (2022).						
IF27	Sport Facilities	Explore the feasibility of re-establishing community use at Burton Downs Recreation Ground, and provide if appropriate should demand be identified.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	England and Wales Cricket Board, CCC	Grant Funding S106 CIL	TBC	Identified need	TBC
IF28	Sport Facilities	Improve football pitch quality at Herne Bay High School and work with the school to secure community use.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, School	S106 CIL	TBC	Identified need	TBC
IF29	Sport Facilities	Improve the quality of the cricket square at Herne Bay High School should it require improvement.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	School	S106 CIL	TBC	Identified need	TBC
IF30	Sport Facilities	Improve quality of the rugby pitch at Herne Bay High School should it require improvement.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	School	S106 CIL	TBC	Identified need	TBC
IF31	Sport Facilities	Explore opportunities and provide if appropriate, the resurfacing of Herne Bay High School Hockey pitch.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, England Hockey, School	S106 CIL	TBC	Identified need	TBC
IF32	Sport Facilities	Improve quality of cricket square at The Cherry Orchard Playing Field.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	England and Wales Cricket Board, CCC	Grant Funding S106 CIL	TBC	Identified need	TBC
IF33	Sport Facilities	Improve tennis court quality at War Memorial Park.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Lawn Tennis Association, CCC	Grant Funding S106 CIL	TBC	Identified need	TBC
IF34	Sport Facilities	Maintain and improve the quality of facilities at Herons Leisure Centre	Canterbury District Indoor Sports Facilities Strategy (2020)	Improvements needed over the period of Local Plan.	Active Life , CCC	S106 CIL	TBC	Identified need	TBC
IF35	Sport Facilities	Invest in facilities to improve and maintain quality at Bay Sports Arena.	Canterbury District Indoor Sports Facilities Strategy (2020)	Improvements needed over the period of Local Plan.	Active Life, Herne Bay High School	CIL S106	TBC	Identified need	TBC



Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IF36	Sport Facilities	Explore options to relocate Herne Bay Table Tennis Club to a facility which is fit for purpose and meets its needs. or Improve the quality of the existing facility to make it fit for purpose.	Canterbury District Indoor Sports Facilities Strategy (2020)	Improvements needed over the period of Local Plan.	CCC, Herne Bay Table Tennis Club	CIL S106	TBC	Identified need	TBC
<b>Rural</b>									
IF37	Open Space	Provision of open space at Site R1 to include approximately 30.34ha of new natural/ semi natural, 17.06ha of amenity green space, 6.07ha of parks and gardens, 4.17ha of play facilities, 6.6ha of outdoor sports and 114 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site R1 Land at Cooting Farm	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF38	Open Space	Provision of open space at Site R8 to include approximately 1.61ha of new natural/ semi natural, 0.91ha of amenity green space, 0.32ha of parks and gardens, 0.22ha of play facilities, 0.35ha of outdoor sports and 6 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site R8 Land to the West of Rattington Street	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF39	Open Space	Provision of open space at site R12 to include approximately 1.42ha of new natural/ semi natural, 0.8ha of amenity green space, 0.28ha of parks and gardens, 0.2ha of play facilities, 0.31ha of outdoor sports and 5 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site R12 Bread and Cheese Field	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF40	Open Space	Provision of open space at site R15 to include approximately 2.84ha of new natural/ semi natural, 1.6ha of amenity green space, 0.57ha of parks and gardens, 0.39ha of play facilities, 0.62ha of outdoor sports and 11 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site R15 The Hill, Littlebourne	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF41	Open Space	Provision of open space at site R18 to include approximately 1.04ha of new natural/ semi natural, 0.59ha of amenity green space, 0.21ha of parks and gardens, 0.14ha of play facilities, 0.23ha of outdoor sports and 4 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site R18 Land North of Popes Lane	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF42	Open Space	Provision of a new country park of approximately 50ha at site R20 to include approximately 3.98ha of new natural/ semi natural, 2.24ha of amenity green space, 0.8ha of parks and gardens, 0.55ha of play facilities, 0.87ha of outdoor sports and 15 allotments.	Draft Canterbury District Local Plan (2020 - 2045) Policy DS24  Draft Canterbury District Open Spaces Strategy (2022).	Site R20 Aylesham South	Developer, CCC	Developer funded, S106	TBC	Concept	TBC
IF43	Sport Facilities	Improve square quality at Charlton Park to help alleviate overplay.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	England and Wales Cricket Board, Sports Club	Grant Funding S106 CIL	TBC	Identified need	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IF44	Sport Facilities	Improve maintenance and drainage at Barham Bowling Club to be able to accommodate additional demand.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Sports Club	Grant Funding S106 CIL	TBC	Identified need	TBC
IF45	Sport Facilities	Investigate the feasibility of court resurfacing at Broome Park Golf Club to encourage recreational usage and provide if appropriate.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Lawn Tennis Association, Sports Club	Grant Funding S106 CIL	TBC	Identified need	TBC
IF46	Sport Facilities	Improve square quality to help alleviate overplay at Kenfield Cricket Ground	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	England and Wales Cricket Board	Grant Funding S106 CIL	TBC	Identified need	TBC
IF47	Sport Facilities	Improve square quality through an enhanced maintenance regime to alleviate overplay at Littlebourne Recreation Ground.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	England and Wales Cricket Board, Sports Club	Grant Funding S106 CIL	TBC	Identified need	TBC
IF48	Sport Facilities	Improve square quality at Street End Cricket Club through an enhanced maintenance regime to alleviate overplay.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	England and Wales Cricket Board, Sports Club	Grant Funding S106 CIL	TBC	Identified need	TBC
IF49	Sport Facilities	Consider the feasibility and provide if appropriate the resurfacing of the court at The Street Recreation ground to encourage recreational usage. Explore, and provide if appropriate, opportunities for potential sports lighting to also encourage more recreational usage.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Lawn Tennis Association, CCC	S106 CIL	TBC	Identified need	TBC
IF50	Sport Facilities	Given identified overplay, there is a need to improve pitch quality at Blean Primary School to meet future demand and to work with the school to secure use of the pitches for community use.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, School	S106 CIL	TBC	Identified need	TBC
IF51	Sport Facilities	Improve football pitch quality through maintenance and drainage improvements at Moat Lane Playing Fields.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, School Trust	S106 CIL	TBC	Identified need	TBC
IF52	Sport Facilities	Improve quality of the cricket square at Moat Lane Playing Fields and secure community use.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	England and Wales Cricket Board, School Trust	S106 CIL	TBC	Identified need	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IF53	Sport Facilities	Improve the quality of rugby pitches, in particular drainage issues as required at Moat Lane Playing Fields.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Rugby Football Union, School Trust	S106 CIL	TBC	Identified need	TBC
IF54	Sport Facilities	Improve football pitch quality at Spires Academy and work with the school to secure use of the pitches for community use.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, School	S106 CIL	TBC	Identified need	TBC
IF55	Sport Facilities	Improve rugby pitch quality at Spires Academy.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	School	S106 CIL	TBC	Identified need	TBC
IF56	Sport Facilities	Improve tennis court quality at Spires Academy.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	School	Grant Funding S106 CIL	TBC	Identified need	TBC
IF57	Sport Facilities	Improve football pitch quality at St Edmund's School.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, School	Self-funding Grant Funding S106 CIL	TBC	Identified need	TBC
IF58	Sport Facilities	Review the need and provide if appropriate, an additional cricket square at St Edmund's school to meet future demand.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	England and Wales Cricket Board, School	Self-funding Grant Funding S106 CIL	TBC	Identified need	TBC
IF59	Sport Facilities	Improve football pitch quality at Stodmarsh Playing Fields.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, University	Grant Funding S106 CIL	TBC	Identified need	TBC
IF60	Sport Facilities	Improve the quality of rugby pitches through maintenance and drainage improvements and consider, providing if appropriate, the feasibility of installing floodlights to enable greater use.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, University	Grant Funding S106 CIL	TBC	Identified need	TBC
IF61	Sport Facilities	Improve football pitch quality at Sturry C of E primary school and work with the school to secure community use.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	School	Grant Funding S106 CIL	TBC	Identified need	TBC

Ref	Infrastructure Type	Output	Justification	Development which is dependent on delivery	Lead and delivery partners	Funding mechanism	Estimated cost	Scheme status	Timescale for delivery
IF62	Sport Facilities	Improve football pitch quality at Sturry FC	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, Sports Club	Grant Funding S106 CIL	TBC	Identified need	TBC
IF63	Sport Facilities	Consider, and provide if appropriate, the re-configuration of pitch layout at Swalecliffe Recreation Ground to address current shortfalls in youth pitches.	Canterbury District Playing Pitch Strategy (2020)	Improvements needed over the period of Local Plan.	Football Association, Football Foundation, CCC	Grant Funding S106 CIL	TBC	Identified need	TBC