

# Thanet District Council

## Working Draft Infrastructure Delivery Plan

[November 2016]

**Please note** that this is a first working draft of the Infrastructure Delivery Plan, and will continue to be updated and amended as it develops. The Council is working with the relevant agencies and organisations to seek to ensure that the appropriate social and physical infrastructure is delivered alongside new development. Some funding is provided directly by these agencies and organisations in line with their own programmes.



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## **Draft Infrastructure Delivery Plan**

### **Introduction**

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

infrastructure provision.

7. The infrastructure provision that is required to serve the development set out in the draft Local Plan has been subject to initial viability testing by Peter Brett Associates.
8. The Council is considering the preparation of a draft Community Infrastructure Levy (CIL) schedule in the near future, following quickly the draft Local Plan, if the principles set out in the draft Local Plan are agreed.

### **Planning for Infrastructure**

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

with partner organisations over several years. A list of the key organisations is provided at the end of this document.

14. The Infrastructure Delivery Plan is a supporting document to the Local Plan. It is intended to be a working document, to be reviewed and amended as necessary as infrastructure is delivered, opportunities for new development are presented and as pressures change over time.

15. This document identifies a wide range of infrastructure required to support the development proposed in the draft Local Plan, including:

- Affordable housing
- Public transport measures
- Walking and cycling measures
- New/improved roads
- Employment land provision
- Education and social provision
- Health facilities
- New open space provision
- Utilities

16. This document outlines the infrastructure requirements that correspond to the sustainability objectives and level and distribution of growth set out in the draft Local Plan up to 2031.

17. In assessing the infrastructure schedule, projects have been identified through assessments of the policies and allocations in the draft Local Plan. Additional work has been ongoing on assessing existing provision and identification of requirements and possible shortfalls in current infrastructure provision.

18. All infrastructure proposals have demonstrated links to national or local guidance and standards and/or direct links to the Corporate Plan/Local Plan objectives as set out below and the Council's draft Transport Strategy:

- Supporting economic growth
- Homes in the right places
- Tackling congestion
- Tackling disadvantage
- Clean and green environment

19. The Council has also taken account of Kent County Council's (KCC) infrastructure delivery planning requirements, and has also worked closely with KCC on the viability assessment work.

#### Affordable housing

20. The need to achieve 30% affordable housing across the mix of developments is set out in the draft Local Plan. Therefore, whilst the need to deliver affordable housing has a direct impact on delivering the objectives of the draft Local Plan goals and budgets and development viability, there is only a brief summary position set out in the draft IDP.
21. The cumulative cost impacts of affordable housing along with infrastructure requirements have been considered as part of the development of the Council's initial CIL work and the viability assessment work undertaken by Peter Brett Associates, and will be reviewed through viability testing for specific developments.

#### Employment Land

22. The draft Local Plan identifies some 65ha of employment land.
23. The Council considers that it is essential for the economic strategy set out in the draft Local Plan that serviced land and premises are brought forward alongside housing development, not only to support the creation of new jobs, but also to ensure that existing and new companies have sufficient land available for expansion and to meet changing needs.
24. The delivery of employment land has proved challenging in the past, and a number of initiatives have been carried out over the years to try to ensure that allocated sites do come forward and are available to business. These have been partially successful, but the Council is exploring new approaches to employment site delivery.

#### Transport Strategy

25. The Transport Strategy is a framework to guide the development of transport improvements across the District for the period up to 2031. It identifies priority schemes and projects that are deliverable but whose implementation is likely to be dependent on the availability of resources. It is therefore a fluid document which can be adjusted in line with resource availability, and will be used to facilitate effective engagement with Government, stakeholders and the local community; lobby for transport improvements, and support bids for funding. The strategy is

being prepared jointly by Kent County Council and Thanet District Council with public consultation to be undertaken in the near future.

26. It will primarily support, guide and be developed further through future Local Transport Plans (LTPs) and the District Council's Local Plan. The transport strategy will aim to achieve a balance between a range of transport and development issues at local and strategic level. The horizon period for the strategy is 2031, which is consistent with the emerging Local Plan.

27. The general Objectives of the Strategy are to:

- Minimise the need to travel or use private cars to access services, employment and amenities
- Inform the Local Plan in identifying and delivering sustainable development options
- Focus development at sustainable locations to reduce the need to use private cars
- Tackle congestion and reduce the impacts of transport pollution on air quality
- More direct walking and cycling routes to reduce isolation and potential noise and pollution
- Efficient, convenient and safe public transport system alongside expansion of larger scale infrastructure
- Promote the internalisation of trips and reducing the need to travel as well as measures to support modal shift away from the car
- Enhanced integration of HS1 with the wider public transport network
- A further decrease in rail journey time between Ramsgate and London
- Enhance bus services to rural areas
- Ensure that car based journeys are as free as possible of congestion and direct to ensure reliability of journey time

28. There are also a number of place-specific Objectives:

- Improved traffic circulation around Westwood Cross
- Further pedestrian links around Westwood Cross
- Reduction in congestion along A254 corridor, particularly in the vicinity of the Victoria Traffic Lights junction
- Improved accessibility for pedestrians, cyclists and public transport along Margate seafront
- A car parking strategy for Broadstairs, Ramsgate and Margate town centres in order to maintain sufficient, quality and well located provision reflecting the needs of their business and residential communities
- Further accommodation of visitor parking at Broadstairs during peak season



### Habitat Regulations Assessment mitigation

29. The Council has agreed a mitigation strategy with Natural England in relation to the potential effect of additional recreational activity at the coast arising from new development. This is recognised in the draft Local Plan. The measures include wardening and management of the coast, and information and education regarding the value and importance of the coast.
30. This mitigation is not regarded as “infrastructure” in the traditional sense, but is included in this Plan for the sake of completeness. The mitigation measures agreed with Natural England are required on all housing sites in order for them to be considered acceptable within the context of the Habitat Regulations.
31. The Strategic Access Management & Monitoring report for the Council (prepared by Hyland & Bayne, 2016) indicates that an average charge of £542 per dwelling is required in order to cover the long-term costs of the measures agreed with Natural England.

### Utilities

32. The development identified in the draft Local Plan requires the provision of new utilities infrastructure – water, gas, electricity and digital infrastructure.
33. The Council has liaised with the various providers regarding the need for new and improved infrastructure and sought to identify “pinch points” in the networks that need to be addressed.

### Prioritisation of infrastructure provision

34. In undertaking this work, the Council has sought to provide a clear position on the priority to be given to different aspects of infrastructure.
35. In the Council’s view, there are a number of clear priorities for development funding and funding from other sources:

- Affordable housing
- Employment land provision
- Transport Strategy measures
- Habitat Regulations Assessment mitigation measures
- Open space provision
- Education/Health provision

## Funding and Delivery

36. Infrastructure to support growth identified in the draft Local Plan will also be funded from a number of sources including developer contributions, CIL and Government spending and grants (such as the South East Local Enterprise Partnership).
37. The research and viability assessment work for this IDP indicates that a combination of public funding, development funding via s106 and CIL, and specific grant aid programmes should be sufficient to meet potential total infrastructure costs in the Plan period.
38. To be acceptable, planning obligations and CIL requirements need to be:
  - necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development.
39. The Council considers that all the requirements set out in this paper are necessary to be able to properly implement the draft Local Plan. Any decision regarding the priorities for infrastructure will be considered at the application stage.
40. The Infrastructure schedule includes costs for projects known at this stage. Where possible projects have been costed based on design-driven quantities or on benchmarks and comparable projects. The schedule provides an indication of potential partners in delivery and possible funding partners.
41. The projects listed are directly linked to the needs of new development. This infrastructure will be delivered through developer obligations; for example, via s106 or s278 conditions and agreements. There may also be funding from other sources; such as the Local Enterprise Partnership. As this infrastructure is to be delivered primarily through the development of the identified strategic sites, it is proposed in the draft Local Plan that these sites should be low (or possibly zero) CIL. An adjustment will need to be made to the CIL to recognise that some key infrastructure is provided by strategic sites. The initial viability assessments for CIL have taken into consideration a residual site infrastructure cost to account for this.
42. For additional infrastructure, including some specific localised projects (such as public space improvements) funding will come from a number of potential sources. The principal source of this will be CIL, but could also be supported by specific central

government grants (where available) and private sector delivery.

43. The ongoing work of delivering necessary infrastructure will involve continued partnership working and coordination. Council Departments will work together to coordinate project requirements and delivery. This will include officers from Strategic Planning, Planning Applications Team, Housing, Regeneration, Economic Development, Estates and other relevant sections as needed as well as partner organisations and site developers.
44. Where appropriate the delivery team will work with developers and other infrastructure providers to pursue opportunities for funding and financing and ensure development is accompanied by the required services and infrastructure.

### **Key Infrastructure**

45. Paragraph 15 sets out the key infrastructure required to support the implementation of the draft Local Plan.
46. The table below sets out the general requirements for infrastructure through the Plan period.

Schedule of Local Plan key infrastructure						
Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
<b>Affordable Housing</b>	The draft Local Plan includes a requirement for 30% affordable housing on all sites of 10 units and above (Policy SP19).	Affordable housing is to be provided as part of the development mix of the site.	TDC	Developers should liaise directly with registered Providers on the delivery of affordable housing, and Registered Providers will seek funding from the relevant sources, such as the Homes & Communities Agency.	Developers/Registered Providers/HCA.	Affordable housing shall be provided as an integral part of each phase of development, subject to CIL viability.
<b>Lifetime/wheelchair housing (national standards)</b>	The draft Local Plan includes a requirement (on sites of 15 or more dwellings) for 20% of homes across all tenures to be constructed to Lifetime Homes standard, and (on sites of 100 or more dwellings), 2% to be constructed to Wheelchair Accessible standards (Policy H08).	Lifetime/wheelchair housing is to be provided as part of the development mix of the site.	Developers	Integral part of scheme.	To be funded by developers.	Lifetime/wheelchair housing is to be provided as an integral part of each phase of development.
<b>Employment Land</b>	The draft Local Plan identifies 65ha to provide employment floorspace on strategic sites and a number of smaller areas/sites for employment (some linked to the strategic sites and some “stand-alone” sites).	<p>The employment land on the strategic sites needs to be provided in a serviced form alongside new housing development to ensure that the Council’s Economic Growth Strategy can be delivered (Eurokent and Thanet Reach).</p> <p>Employment land-only sites can come forward at any point in the Plan period, subject to the acceptability of individual proposals and mitigation measures.</p>	TDC	To be determined.	<p>Serviced sites need to be provided by the developer in partnership with a relevant commercial developer as appropriate.</p> <p>Potential partners: Local Enterprise Partnership, Homes and Communities Agency, East Kent Opportunities, East Kent Spatial Development Company.</p>	Needs to be phased through the period of the Local Plan in parallel with and to serve housing development.

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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
<b>Open Space</b> <b>(Subject to review)</b>	Provision of new open space to meet the needs generated by new housing development. The draft Plan indicates a requirement for a total of 75.65 ha of all types of open space.	It is anticipated that the total amount of open space to be provided through strategic sites will be 49.48ha (Additional housing sites will need to provide requisite level of open space on strategic sites). This means that the remaining 26.17ha will need to be provided through contributions from smaller sites possibly via CIL.	Developers/ TDC	To be determined.	Developers/other agencies.	To be provided as required as each site is developed.
<b>Open Space</b> <b>(Subject to review)</b>	Play areas/playing pitches.	To be determined.	Developers/ TDC	To be determined.	Sport England/developers.	To be provided as required as each site is developed.
<b>Transport</b>	Road network improvements – Birchington Bypass (part of Inner Circuit).	Road link between A28 Brooksend Hill and Acol Hill/B2050.	KCC	To be determined.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
<b>Transport</b>	Road network improvements – Birchington Bypass (part of Inner Circuit).	Widen B2050 Manston Road between junction with Acol Hill and Shottendane Road.	KCC	To be determined.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
<b>Transport</b>	Road network improvements – Westgate Relief Road (part of Inner Circuit).	Widen Shottendane Road as far as the vicinity of Firbank Gardens, Margate and improve junctions with Park Road, Minster Road and High Street Garlinge.	KCC	Up to £30 million depending on requirement.	Largely development funded (but also seeking LEP funding).	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
<b>Transport</b>	Road network improvements – Manston-Shottendane Link (part of Inner Circuit).	Create new link between Shottendane Road and Manston Road opposite Crematorium access and close off Shottendane Road with its junction of Manston Road.	KCC	To be determined.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
<b>Transport</b>	Road network improvements – Salmestone Link (part of Inner Circuit).	Create new road link between Manston Road and Nash Road behind Salmestone Grange and close off Nash Road at its junction of Coffin House Corner.	KCC	To be determined.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
<b>Transport</b>	Road network improvements – Nash road Improvements (part of Inner Circuit).	Widen Nash Road along its existing alignment.	KCC	To be determined.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.

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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
Transport	Road network improvements – Inner Circuit.	Potential link from Enterprise Road to Nash Road, Margate.	KCC	To be determined.	Largely development funded. Other funding may need to be sought.	To be determined.
Transport	Road network improvements – Inner Circuit.	Create new road between Toby Carvery Roundabout and Manston Court Road (in vicinity of Valley Road).	KCC	To be determined.	Largely development funded.	To be determined.
Transport	Road network improvements – Westwood Access Road (part of Inner Circuit).	To widen Manston Court Road between Valley Road and B2050.	KCC	To be determined.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
Transport	Road network improvements – Westwood Access Road (Inner Circuit).	To widen B2050 Manston Road between Spitfire junction and Manston Court Road.	KCC	To be determined.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
Transport	Road network improvements – Westwood Access (Inner Circuit).	To improve Spitfire junction.	KCC	To be determined.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
Transport	Road network improvements – Inner Circuit.	To widen Spitfire Way between Spitfire junction and Columbus Avenue.	KCC	To be determined.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
Transport	Road network improvements – Inner Circuit.	To extend Columbus Avenue to Manston Road Birchington.	KCC	To be determined.	Largely development funded (but also seeking LEP funding).	To be determined.
Transport	Road network improvements – Westwood Relief Scheme.	Upgrade Tesco internal link road to adoptable standard between Westwood Road and Margate Road.	KCC	To be determined.	Largely by LEP funding.	Subject of a current LEP bid.
Transport	Road network improvements – Westwood Relief Scheme.	Improvements to Westwood main junction and adjacent roads to improve bus and cycle provision and improve accessibility and movement for pedestrians between different areas of Westwood Town Centre.	KCC	To be determined.	Largely development funded.	To be determined.

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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
Transport	Road network improvements.	To reconfigure Coffin House Corner traffic signal junction.	KCC	To be determined.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
Transport	Road network improvements.	To reconfigure Victoria Traffic Signal junction.	KCC	To be determined.	Largely development funded.	To be determined.
Transport	Road network improvements.	To re-route tourist traffic away from Margate seafront.	KCC	To be determined.	To be determined.	To be determined.
Transport	Road network improvements.	To reconfigure roundabout at Queens Avenue/Tivoli Road/Grosvenor Gardens and introduce one-way flow on Queens Avenue.	KCC	Scheme completed.	Scheme completed.	Scheme completed.
Transport	Road network improvements.	To investigate High Street, St. Lawrence/Newington Road junction to improve air quality and address congestion.	KCC	To be determined.	Largely development funded.	To be determined.
Transport	Rail Network	High Speed 1 train service from Ramsgate to London via Ashford and Ebbsfleet.	Network Rail	Nil	Network Rail.	Network Rail Programme to be determined.
Transport	Rail Network	Thanet to Ashford railway line: track and signalling improvements.	Network Rail	Nil	Network Rail.	Network Rail Programme to be determined.
Transport	Rail Network	Thanet Parkway – New station with 300 parking spaces to be located at Cliffsend; sustainable travel links to new Station.	KCC	To be determined.	KCC Local Growth Fund Development funding Other funding streams	2020
Transport	Walking	Implement measures to encourage walking such as street seats, improved street lighting, signage and removing obstacles and trip hazards. Improvements to definitive public footpaths, where appropriate and adding new paths through development sites to extend network.	TDC/KCC	To be determined.	KCC/Developers.	2012-31
Transport	Cycling* <sup>1</sup>	Construct shared facility on Sloe Lane, Margate.	KCC	To be determined.	KCC/Developers.	2012-31

<sup>1</sup> \*These cycle routes will also incorporate pedestrian routes.

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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
Transport	Cycling*	Create shared facility on existing path to the rear of Bromstone School, Broadstairs to connect to Millennium Way to offer alternative to cycling on Rumfields Road.	KCC	To be determined.	KCC/Developers	2012-31
Transport	Cycling*	Create shared facility on existing footpath between Ramsgate Road, Broadstairs and Dumpton Park Drive, Broadstairs to the side of former Holy Cross School.	KCC	To be determined.	KCC/Developers	2012-31
Transport	Cycling*	Continue above shared facility between Ramsgate Road, Broadstairs and Rosemary Avenue, Broadstairs.	KCC	To be determined.	KCC/Developers	2012-31
Transport	Cycling*	From Ramsgate Railway Station create shared facility on existing footpath to Newington. Road	KCC	To be determined.	KCC/Developers	2012-31
Transport	Cycling*	From east of Ramsgate Railway Station create shared facility on existing path to Margate Road, provide crossing facility to access Newlands Road and create link to Pysons Road using Newlands Lane.	KCC	To be determined.	KCC/Developers	2012-31
Transport	Cycling*	Off road section between Convent Road, Broadstairs and the existing off road shared facility further along Joss Gap Road (on edge of golf course).	KCC	To be determined.	KCC/Developers	2012-31
Transport	Cycling*	Between Dent-de-Lion Road, Garlinge and Park Road, Birchington creating shared facility on existing public rights of ways.	KCC	To be determined.	KCC/Developers	2012-31
Transport	Cycling*	Creation of shared facility on south east side of Dane Park, Margate to link Dane Valley cycle route with Northdown Road, via St Dunstan's Avenue.	KCC	To be determined.	KCC/Developers	2012-31
Transport	Cycling*	Creation of a shared facility between Canterbury Road West, Ramsgate and Canterbury Road East using existing bridge facility to the east of Haine Road and north of Canterbury Road East.	KCC	To be determined.	KCC/Developers	2012-31



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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
Transport	Cycling*	Provide missing shared facility on SW side of St Peter's Road between Broadley Road and Lister Road, Margate.	KCC	To be determined.	KCC/Developers	2012-31
Transport	Cycling*	Provide new shared facility between Durlock and Sevenscore as alternative to Grinsell Hill/The Lanes/Foxborough Lane.	KCC	To be determined.	KCC/Developers	2012-31
Primary Education	Garlinge Primary School	Additional 1FE	KCC	Scheme completed.	Scheme completed.	Scheme completed.
Primary Education	Birchington and Thanet Villages (Birchington CEPS)	1 FE Primary School – additional pupils have been taken but accommodation due to be completed 2017.	KCC	Nil	N/A	2017
Primary Education	Broadstairs Existing Primary School Expansions	Primary School Expansion.	KCC	Scheme completed.	Scheme completed.	Scheme completed.
Primary Education	Cliftonville Primary School	Additional 1FE.	KCC	Scheme completed.	Scheme completed.	Scheme completed.
Primary Education	Margate Primary School	2FE at St George's School.	KCC	Scheme completed.	Scheme completed.	Scheme completed.
Primary Education	Ramsgate Primary School	2FE Free School (site to be determined).	KCC	To be determined.	KCC/Government funding.	2016-17
Primary Education	Unallocated Primary in Thanet	Not specified.	KCC	Nil	N/A	Not specified.
Primary Education	Westwood Cross New Primary School	New 2FE Primary School.	KCC	Total cost £6m Outstanding cost £3.754m	KCC/Developers	2019
Secondary Education	New Secondary School provision in Thanet (focussed on Margate area)	To be delivered through a combination of expansions of existing schools and new school provision.	KCC	Nil	N/A.	Phase 1 by 2020 Phase 2 by 2031
Youth Services	Thanet Youth Service	Enhancing existing services.	KCC	£392,771	KCC/Developers	2012-31
Youth Services	Thanet Street- based Youth Team	Additional youth worker hours.	KCC	Nil	N/A	Not specified.

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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
Youth Services	Additional provision in Minster	Additional youth workers.	KCC	Nil	N/A	Not specified.
Community Learning	Broadstairs Library Expansion - Adult Education	Expansion of public library space and relocation and enhancement of Broadstairs AEC.	KCC	Nil	N/A	Not specified.
Community Learning	Thanet Community Learning	Enhancements to existing services.	KCC	£92,327	KCC/Developers	2012-31
Adult Social Services	Assistive Technology	24 Telecare installations on CT9 postcode (Margate).	KCC	£160,226	Developer funded.	2012-31
Adult Social Services	Enhancing/adapting existing community facilities to enable additional clients to participate in community life and remain active.	Allocation of funding via Grants process & Good Day Programme (Learning Disabilities).	KCC	Nil	N/A	2012-31
Adult Social Services	Contributions to ensure that community facilities buildings are suitable for use by commissioned service providers to deliver services to additional FSC clients.	Land north of Haine Road, Westwood - on site access to main community building to ensure FSC clients have full access. On site build by developer.	KCC	Nil	KCC/Developers	2017-21
Adult Social Services	Wheelchair Accessible Housing.	Land north of Haine Road, Westwood - eight wheelchair accessible units as part of the Affordable Housing stock on site. (Direct Provision).	KCC	Nil	KCC/Developers	2017-21
Adult Social Services	Enhancing/adapting existing community facilities to enable additional clients to participate in community life and remain active in Thanet.	Minnis Day Centre: modernising building.	KCC	Nil	KCC/Developers	2012-31
Adult Social Services	Excellent Homes for All – Newington	Extra Care development for Older People in Newington to build flats compliant with wheelchair accessible standards.	KCC	Nil	KCC/Developers	2012-31
Libraries	Birchington	Enhancements to existing library services.	KCC	Nil	KCC/Developers	2012-31

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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
Libraries	Broadstairs	Enhancements to existing library services and additional book stock.	KCC	Nil	KCC/Developers	2012-31
Libraries	Cliftonville	Additional book stock.	KCC	Nil	KCC/Developers	2012-31
Libraries	Margate	Enhancements to existing library services.	KCC	£117,182	KCC/Developers	2012-31
Libraries	Minster	Enhancements to existing library services.	KCC	£124,444	KCC/Developers	2012-31
Libraries	Newington	Enhancements to existing library services.	KCC	£5,268	KCC/Developers	2012-31
Libraries	Ramsgate	Enhancements to existing library services.	KCC	£98,821	KCC/Developers	2012-31
Libraries	Westgate	Enhancements to existing library services.	KCC	£37,902	KCC/Developers	2012-31

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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
<b>Water supply</b>	<p>This issue has been addressed through the Water Resources South East and Water Resources Management Plan processes.</p> <p>The housing and other proposals set out in the draft Local Plan were provided as part of the WRSE modelling work and the preparation of the WRMP.</p> <p>These processes concluded that there is sufficient water supply to meet future demand in the East Kent area, subject to certain new supply measures, including a new reservoir at Broad Oak (in Canterbury district), although this is not scheduled until just beyond the period of the draft Local Plan. The necessary measures will be funded through the South East Water and Southern Water regular investment programmes. Developers will need to agree/fund new connections to the water supply network directly with Southern Water.</p>	<p>New and improved water supply infrastructure will be required to serve the development proposed in the Local Plan.</p> <p>Water distribution capacity needs improvement on the following sites:</p> <ul style="list-style-type: none"> <li>- Birchington</li> <li>- Westgate</li> </ul>	SWS	To be funded wholly by site developers (and SWS, where appropriate, through the regular investment programme).	Developer funded.	To 2031. To be phased in parallel with development, in agreement with Southern Water.

Schedule of Local Plan key infrastructure						
Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
<b>Wastewater/ sewerage</b>	<p>Development sites require a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water.</p> <p>The sites should also ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes, as required by SWS.</p>	<p>New and improved wastewater infrastructure will be required to serve the development proposed in the Local Plan, or to meet stricter quality standards in the treatment of water and wastewater.</p> <p>This is likely to include improved local sewers and water mains, and potentially strategic assets such as trunk sewers, pumping stations and treatment works.</p> <p>Southern Water has a statutory duty to serve new development and is committed to providing the right infrastructure in the right place at the right time in collaboration with the planning authority and developer. However, it is not possible to identify, in a complete and precise manner, all water and wastewater infrastructure schemes required up to the end date of the Local Plan (i.e. 2031). Instead, investment schemes will be identified and delivered in parallel with development through the water industry's regulatory price review process on a five year investment plan basis.</p>	SWS	To be funded wholly by site developers (and SWS, where appropriate, through the regular investment programme).	Developer funded.	To 2031. To be phased in parallel with development, in agreement with Southern Water.

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Power networks: Gas	Gas network improvements	<p>The Birchington strategic housing site (SP14) would be fed from a Local Medium Pressure system, which is currently running at capacity. Any significant development in this area will require substantial reinforcement. Some reinforcement has been carried out; however proposed Local Plan development will require further reinforcement works.</p> <p>Remaining potential development areas will not require significant system upgrades, however the Intermediate Pressure feed into this system will require reinforcement to facilitate ALL planned developments by 2031. No current plans to upgrade this IP system.</p> <p>Provision of a suitable site for a replacement City Gate (DPG), as current DPG at Cliffsend will be under capacity and also requires to be moved to facilitate 6bar uprating in future. (Preferably on route of East Kent bypass around Ivy Cottage Hill).</p>	SGN	To be determined City Gate at Cliffsend £500,000+	<p>Scotia Gas Networks - minimal expenditure at Birchington in 2013, to expand capacity of Local Medium Pressure system to be funded by SGN via budgetary allowance.</p> <p>City Gate at Cliffsend to be funded by SGN via budgetary allowance.</p>	By 2031

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<b>Power networks: Electricity</b>	Richborough Connections Project	The Richborough Connection is a project to join the Nemo Link® (an electricity link between Belgium and the UK) of approximately 1,000mW (or 1 gW) to National Grid's high voltage National Electricity Transmission System (NETS). To make this connection, National Grid is promoting a new high voltage (400,000 volt or 400 kilovolt [kV]) overhead line connection of approximately 20.7km between Richborough and Canterbury North substations in Kent.	National Grid	Nil cost to developers/TDC	To be funded through National Grid investment programme.	2018-19
<b>Digital infrastructure</b>	District-wide development of broadband communication; reinforcements and connections.	The draft Local Plan contains a Policy (E03), which requires proposals for the provision of new digital infrastructure on allocated sites. This is intended to complement existing infrastructure and bring it up to latest standards.	Developers	Nil through Local Plan process (estimated cost c. £12m).	KCC, Developers, BDUK	2012-31
<b>Habitat Regulations Assessment mitigation measures</b>	Increased wardening at the Thanet Coast (to include information/education; site management; management of volunteers; access management).	Thanet Coast: existing wardening programme established by Thanet District Council. Proposal (agreed with Canterbury City Council) is that this programme is extended into parts of Canterbury district, so as to avoid any significant effect on sensitive designated coastal areas.	TDC	Thanet coast: extension to the warden programme would be funded by developers of sites within the Zone of Influence as set out in the Council's evidence. The proposed contribution per dwelling would vary, but it is likely to average £542 per dwelling.	Contributions will need to begin as developments begin, to extend the Thanet Coast Project as soon as possible to ensure that any significant effects from new development are properly mitigated.  Partners: TDC, Thanet Coast Project, Natural England	Throughout Plan period.

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Health facilities	Hospital provision	The adopted Local Plan includes a site which allows for expansion at QEQM and this will be carried forward into the new Local Plan. The Trust has indicated that this will be sufficient to meet any additional demand during the Plan period.	NHS/CCG/KCC	Current allocation sufficient.	Current allocation sufficient.	Current allocation sufficient.
Health facilities	Medical Centres/doctor's surgeries/other medical facilities	<p>In December 2015, Thanet was successfully chosen by the National Association of Primary Care as being 1 of 15 National Rapid Test Sites for the Primary Care Home (PCH).</p> <p>The PCH model focuses on the provision of care and management of a whole population budget for a registered population of between 30,000 – 50,000 people. It brings together services and support for patients that are currently provided through primary and community, mental health, social and secondary care providers.</p> <p>Working together at this scale ensures staff within the PCH know each other and more importantly share an understanding of the patients to improve the quality of care and patient experience. In this way, the PCH creates the environment for multidisciplinary teams to provide the right care in the right setting.</p> <p>To deliver this model of care the practices in Thanet have formed 4 PCH's – Broadstairs, Margate, Quex (Birchington, Minster and Westgate) and Ramsgate with each currently working on initiatives such as integrated</p>	NHS/CCG/KCC	£15 million	<p>Limited funding through NHS budgetary arrangements and developer contributions.</p> <p>Under the Estates, Technology and Transformation Fund bidding process CCG have submitted 4 bids covering 4 sites.</p> <p>Substantial extensions to 2 existing sites (Margate and Ramsgate) and 1 / 2 potential new builds (Garlinge / Westgate area and Westwood Cross). In total £ 21.5 million has been requested.</p> <p>Outcome of this process was the successful award of capital monies to support the Margate PCH which will be the physical expansion of Bethesda Medical Practice,</p>	To be provided as required as each site is developed.



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		<p>nursing teams, more effective use of IT and new models of care especially for those that are frail.</p> <p>In terms of structure, the 4 PCH's form the foundations of the emerging Thanet Integrated Accountable Care Organisation (IACO). This organisation will develop integrated working relationships with all health and social care providers including the hospital so that professionals work as one team, providing one service with one budget.</p> <p>Over the next 12 - 18 months the model of care will be developed further to ensure that local resources are used effectively, are sustainable and create an environment that attracts resources and workforce to the area. A key element of this will be to look at infrastructure requirements for premises which is a mixture of purpose built sites and converted bungalows / houses. At present the sites are not able to cope with current patient needs and therefore would not be able to meet the increased services required for the planned housing growth in the area. A number are also no longer fit for purpose in terms of delivering integrated healthcare services for the future.</p>			<p>Margate. In addition the funding of an options appraisal/feasibility study on Westwood Cross and in particular the significant housing development. Sadly the other submissions regarding Ramsgate and Quex were not successful.</p> <p>There are no other funding opportunities on this scale for at least the next 3 years (from 2016).</p>	
<b>Health facilities</b>	Public Health requirements	To be determined.	KCC	To be determined.	KCC	To be determined.

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