

Thanet District Council
Working Draft Infrastructure Delivery Plan
Updated July 2018

Please note that this is a working draft of the Infrastructure Delivery Plan, which 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 business and investment 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, Clinical Commissioning Group, utilities providers, Homes England, 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 public finance, 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.

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 sets out a requirement for the provision of 17,140 dwellings for the period to 2031. This requirement is met through the identification of a number of strategic development allocations:

- Land at Birchington - 1,600 dwellings;
- Land at Westgate - 2,000 dwellings;
- Land south of Margate - 550 dwellings;
- Land at Westwood (2 sites) - 2,650 dwellings; and
- Manston Green, Ramsgate – 750 dwellings.

and a range of smaller sites within the towns and villages.

10. The draft Local Plan also seeks the provision of employment land and buildings to support the creation of at least 5,000 new jobs over the Local Plan period.
11. The draft Local Plan also explains 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.
12. On smaller allocated sites, or non-allocated sites that come forward as “windfalls”, CIL would then be used to fund other projects which are considered important to the implementation of the wider planning strategy, such as 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.
13. 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.
14. 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.

15. 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.
16. 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.
17. 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
18. 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.
19. 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.
20. All infrastructure proposals have demonstrated links to national or local guidance and standards and/or direct links to the objectives in 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
21. 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 and the Kent Growth & Infrastructure Framework (GIF).

Affordable housing

22. 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 and development viability, there is only a brief summary position set out in the draft IDP.
23. The cumulative cost impacts of affordable housing along with standard infrastructure costs have been considered as part of the development of the Council's initial CIL work and the viability assessment work, and will be reviewed through viability testing for specific developments.

Employment Land

24. The draft Local Plan identifies just under 62ha of employment land.
25. 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.
26. 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.

Draft Transport Strategy

27. The draft 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 flexible 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.
28. 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, consistent with the emerging Local Plan.

29. The draft Strategy sets out a number of General Objectives:

- 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 and improve public health and fitness in general.
- 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 both built up and more rural areas.
- Ensure that car based journeys are as free as possible of congestion and direct as possible to maintain reliability of journey time

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

- Improved traffic circulation and route choice around Westwood Cross.
- Delivery of further pedestrian links around Westwood Cross.
- Manage existing congestion hotspots along A28, A254 and A256 corridors.
- 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

31. 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.

32. This mitigation is not regarded as “infrastructure” in the usual 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. An Appropriate Assessment will be required for any qualifying development.

33. 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

34. The development identified in the draft Local Plan requires the provision of new utilities infrastructure – water, gas, electricity and digital infrastructure.
35. 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. This is set out in the table below.

Prioritisation of infrastructure provision

36. In undertaking this work, the Council has sought to provide a clear position on the priority to be given to different aspects of infrastructure.
37. 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
 - Fibre to the premises

Funding and Delivery

38. 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).
39. The research and viability assessment work for the draft Local Plan and 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.
40. 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.
41. 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.
 42. 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.
 43. 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.
 44. 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, as appropriate.
 45. The ongoing work of delivering necessary infrastructure will involve continued partnership working and coordination. Council departments will work together to coordinate project requirements and to support delivery. This will include officers from Strategic Planning, Planning Applications Team, Housing, Estates and other relevant sections as needed as well as partner organisations and site developers.
 46. 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.

Progress since January 2017

47. There has been some significant progress since the first Working Draft of this document was published in January 2017.
48. For example:

- The former Royal School for the Deaf in Margate has been identified to provide a site for Phase 1 of Secondary School provision in Thanet;
- Lease arrangements have been agreed in principle (with details being finalised) between the District Council and the clinical Commissioning Group regarding land adjacent to the Bethesda Surgery, Cliftonville, to enable the extension of the existing medical facilities;
- Housing Infrastructure Fund grant approved for road/junction improvements at Manston Green; and
- The draft Transport Strategy for Thanet is published for consultation alongside the pre-Submission draft Local Plan.

Key Infrastructure

49. Paragraph 17 sets out the types of infrastructure required to support the implementation of the draft Local Plan.
50. The table below sets out the general requirements for infrastructure through the Plan period.

Organisations consulted/involved in different stage of the preparation of the draft Infrastructure Delivery Plan

- Thanet District Council (various Departments, including Building Control; Economic Development; Housing; Operational Services)
- Kent County Council (various Departments, including Planning; Transport; Education; Social Services; Libraries; Public Health)
- Highways England
- Natural England
- Environment Agency
- Clinical Commissioning Group
- East Kent Hospitals Trust
- Stagecoach
- Office of Rail & Road
- Network Rail
- East Kent Spatial Development Company
- Southern Water Services
- National Grid
- UK Power Networks
- Scotia Gas Networks
- Sport England
- Kent Fire & Rescue Service
- Kent Police

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
Affordable Housing	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.
Accessible and adaptable housing	The draft Local Plan includes a requirement for 10% of homes in new developments to be constructed to BR M4(2) standard, and a proportion of housing (based on needs identified in the Council's Housing register) to be constructed to BR M4 (3) standard (Policy QD05).	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.
Employment Land	The draft Local Plan identifies about 62ha to provide employment floorspace on strategic sites and a number of smaller areas/sites for employment, including community/business space (some linked to the strategic sites and some "stand-alone" sites).	The employment land on the strategic sites needs to be provided in a serviced form alongside new housing development to ensure that the Council's Economic Growth Strategy can be delivered (Eurokent and Thanet Reach). Employment land-only sites can come forward at any point in the Plan period, subject to the acceptability of individual proposals and mitigation measures.	TDC	To be determined.	Serviced sites need to be provided by the developer in partnership with a relevant commercial developer as appropriate. Potential partners: Local Enterprise Partnership, Homes England, East Kent Opportunities, East Kent Spatial Development Company.	Needs to be phased through the period of the Local Plan in parallel with and to serve housing development.
Open Space	Provision of new open space to meet the needs generated by new housing development. The draft Plan indicates a requirement for open space provision to be provided to Fields in Trust standards.	The Local Plan seeks a mix of open space in new development based on the Sport England open space calculator and the Fields in Trust standards, as set out in the Council's Open Spaces and Playing Fields strategies	Developers/ TDC	On site provision.	Developers/other agencies.	To be provided as required as each site is developed.

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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
Open Space	Play areas/playing pitches – provision to be made in accordance with the requirements in the Council's Open Spaces and Playing Fields strategies.	The Local Plan seeks a mix of open space in new development based on the Fields in Trust standards, as set out in the Council's Open Spaces and Playing Fields strategies	Developers/ TDC	To be determined.	Sport England/ developers.	To be provided as required as each site is developed.
Transport	Road network improvements – Birchington Bypass (part of Inner Circuit).	Create new road link between A28 Brooksend Hill and Minnis Road.	Developer (Section 38/278 agreement)	On site highway Infrastructure.	Development funded.	To be delivered in parallel with Birchington strategic allocation
Transport	Road network improvements – Birchington Bypass (part of Inner Circuit).	Create new road link between A28 Brooksend Hill and Acol Hill/B2050.	Developer (Section 38/278 agreement)	On site highway Infrastructure.	Development funded.	To be delivered in parallel with Birchington strategic allocation. Projects to be allocated to specific housing sites.
Transport	Road network improvements – Birchington Bypass (part of Inner Circuit).	Improvements to B2050 Manston Road between junction with Acol Hill and Shottendane Road.	Developer (Section 38/278 agreement)	On site highway Infrastructure.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
Transport	Road network improvements – Westgate Relief Road (part of Inner Circuit).	Widen/provide necessary localised improvements to Shottendane Road as far as the vicinity of Firbank Gardens, Margate and improve junctions with Park Road, Minster Road and High Street Garlinge.	KCC/ Developer (Section 38/278 agreement)	£15m	Largely development funded (but also seeking external funding).	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
Transport	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.	Developer (Section 38/278 agreement)	On site highway Infrastructure.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
Transport	Road network improvements – Hartsdown-Shottendane Link (part of Inner Circuit).	Create new link between Hartsdown Road and Shottendane Road to link with other improvements to Shottendane Road and Manston Road.	Developer (Section 38/278 agreement)	On site highway Infrastructure.	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 – 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.	Developer (Section 38/278 agreement)	Largely on site highway infrastructure.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
Transport	Road network improvements – Nash road Improvements (part of Inner Circuit).	Widen Nash Road along its existing alignment or provide primary new road link.	Developer (Section 38/278 agreement)	Largely on site highway infrastructure.	Development funded.	To be delivered in parallel with development. Projects to be allocated to specific housing sites.
Transport	Road network improvements – Inner Circuit.	Potential new road link from Enterprise Road to Nash Road, Margate.	KCC/ Developer (Section 38/278 agreement)	To be determined.	Largely development funded. Other external funding sources may need to be sought.	To be determined.
Transport	Road network improvements – Inner Circuit.	Create new road between A256 Haine Road and B2050 Manston Road.	KCC/ Developer (Section 38/278 agreement)	Largely on site highway infrastructure, but central section funded by development.	Largely development funded (through on site infrastructure and off site works)	To be determined.
Transport	Road network improvements – Inner Circuit.	Improvements to Spitfire junction (B2050/B2190)	Developer (Section 38/278 agreement)	Largely on site highway infrastructure.	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 Housing Infrastructure Fund support).	To be determined.
Transport	Road network improvements – Westwood Relief Scheme.	Provide link road between A256 Westwood Road and A254 Margate Road and extension of Millennium Way to A254 Margate road/new link road.	KCC	To be determined.	External funding.	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 – 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.
Transport	Road network improvements.	Improvements to A256 Haine Road/B2050 junction.	Developer (Under Section 278 agreement)	Largely on site highway infrastructure and off site works.	Development funded.	To be delivered in parallel with development.
Transport	Road network improvements.	To reconfigure Coffin House Corner traffic signal junction.	Developer (Section 38/278 agreement)	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 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	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. New franchise under consideration.
Transport	Rail Network	Thanet to Ashford railway line: track and signalling improvements.	Network Rail	Nil	Network Rail.	Network Rail Programme to be determined. New franchise under consideration.
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	Cycling* ¹	Construct shared facility on Sloe Lane, Margate.	KCC	To be determined.	KCC/Developers/External funding	2018-31

¹ *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/External funding	2018-31
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/External funding	2018-31
Transport	Cycling*	Continue above shared facility between Ramsgate Road, Broadstairs and Rosemary Avenue, Broadstairs.	KCC	To be determined.	KCC/Developers/External funding	2018-31
Transport	Cycling*	From Ramsgate Railway Station create shared facility on existing footpath to Newington. Road	KCC	To be determined.	KCC/Developers/External funding	2018-31
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/External funding	2018-31
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/External funding	2018-31
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.	Largely development funded	2018-31
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/External funding	2018-31
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/External funding	2018-31

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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/External funding	2018-31
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/External funding	2018-31
Transport	Cycling*	Upgrade footpath TM31 to bridleway to link to bridleway TE12A & link to Shottendane Road improvements to provide shared use pedestrian cycle route.	KCC	£165,000	Developers	2018-31
Transport	Cycling*	Improvement of Bridleway TM22 surface to width of 3m as part of Garlinge development.	KCC	£79,000	Developers	2018-31
Transport	Cycling*	Upgrade Footpath TM14 on edge of development to Bridleway.	KCC	£61,000	Developers	2018-31
Transport	Cycling*	Provide improved surface and widen Bridleway TM11	KCC	£89,000	Developers	2018-31
Transport	Cycling*	Provide improved surface and widen Bridleway TM16	KCC	£140,000	Developers	2018-31
Transport	Cycling*	Upgrade Footpath TR24 to Bridleway — Crossing point required on Manston to Haine Road Link.	KCC	£208,000	Developers	2018-31
Transport	Cycling*	Upgrade Footpath TR9 to Bridleway	KCC	£46,000	Developers	2018-31
Transport	Cycling*	Improve surface of Bridleway TR8 and widen to 3m	KCC	£132,000	Developers	2018-31
Transport	Cycling*	Creation of new Bridleway and Improve TR32 to link development to future Parkway Station	KCC	£98,000	Developers	2018-31
Transport	Cycling*	Improve surface of Bridleway TR10 and widen to 3m	KCC	£143,000	Developers	2018-31
Primary Education	Birchington and Westgate	New 2FE Primary Schools (x2)	KCC	To be determined.	KCC/Developers	2018-31

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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
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	Scheme completed
Primary Education	Manston Green, Ramsgate	New 2FE Primary School	KCC	To be determined.	KCC/Developers	2012-31
Primary Education	Manston Court Road-Haine Road site	New 2FE Primary School	KCC	To be determined.	KCC/Developers	2012-31
Primary Education	Ramsgate Primary School (Newington)	2FE Free School	KCC	Nil	KCC/Government funding.	Scheme completed.
Primary Education	Westwood Cross New Primary School	New 2FE Primary School (existing commitment)	KCC	Total cost £6m Outstanding cost £3.754m	KCC/Developers	2019
Secondary Education	New Secondary School provision in Thanet	Establishment of new 6fe Secondary on former Royal School for the Deaf site. 2fe expansion of Ursuline College. A further secondary school site for later in the Plan period, as sites in the draft Local Plan come forward. Draft Local Plan identifies site at Manston Court Road/Haine Road, Westwood for this purpose.	KCC	To be determined	KCC/Developers	Phase 1 by 2020 – former Royal School for the Deaf purchased by KCC to provide site for 6fe. Phase 2 by 2031 – on strategic allocation at Manston Court Road/Haine Road.
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.
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

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Theme	Requirements/Projects	Nature of Provision	Lead Organisation	Estimated cost (yet to be funded)	Funding/Known and potential partners	Phasing
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
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

Schedule of Local Plan key infrastructure						
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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
Water supply	<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"> - Birchington - Westgate 	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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Wastewater/ sewerage	<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.
Groundwater Protection/ Sustainable Drainage Systems	The provision of appropriate measures for the protection of groundwater sources and	The Draft Local Plan sets out the requirements for groundwater protection and the use of SuDS measures in new development. Detailed advice is provided by the Environment Agency and Kent County council.				

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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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Power networks: Electricity	Richborough Connection Project	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
Digital infrastructure	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	2018-31
Habitat Regulations Assessment mitigation measures	<p>Increased wardening at the Thanet Coast (to include information/education; site management; management of volunteers; access management).</p> <p>It should be noted that all qualifying developments will require an Appropriate Assessment, and that in some cases, other measures will also be needed to mitigate any likely significant effects.</p>	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.	<p>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.</p> <p>Partners: TDC, Thanet Coast Project, Natural England</p>	Local Plan period to 2031 and beyond.

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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	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>The CCG are currently progressing a Development Plan to underpin the Primary Care Estate strategy which will seek to re-provide facilities for those local practices in aging, non-compliant premises, along with building in capacity for increased population growth.</p> <p>The CCG is already progressing plans for a development at Westwood Cross in response to the housing growth already planned in the area. Any contributions secured for the Westwood area would be directed into this development.</p> <p>For Westgate, the CCG are currently scoping options for the redevelopment or relocation of the existing practice in order to provide</p>	NHS/CCG	£15 million	<p>Limited funding through NHS budgetary arrangements and developer contributions.</p> <p>Under the Estates, Technology and Transformation Fund bidding process CCG submitted 4 bids, of which 2 were successful, with details as follows:-</p> <ul style="list-style-type: none"> capital contribution to support the Margate PCH - physical expansion of Bethesda Medical Practice, Margate; and options appraisal/ feasibility and pre-project costs associated with Westwood Cross in light of the significant housing development. <p>Other submissions regarding Ramsgate and Quex were not successful.</p>	To be provided as required as each site is developed.

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		<p>capacity for the existing patient list. At only 455 sqm, the premises are already considerably undersized for their patient list. NHS England guidance recommends premises of c. 800 sqm. Additional housing growth within their boundary area will compound this issue further. Any contributions secured in Westgate would be directed into this project.</p> <p>Birchington Medical Practice site has the potential to be developed further and contributions secured would be invested in the extension of the existing practice. The existing premises are considered to be undersized for their existing patient list by some 100 sqm, additional patients within their contractual boundary will again compound the problem.</p> <p>In Margate, there is a need to invest in The Limes Medical Practice premises, which is currently c.300 sqm smaller than recommended by NHS England under their latest guidance. There is scope on the existing site to develop by way of an extension.</p>			There are no other funding opportunities on this scale until 2019.	