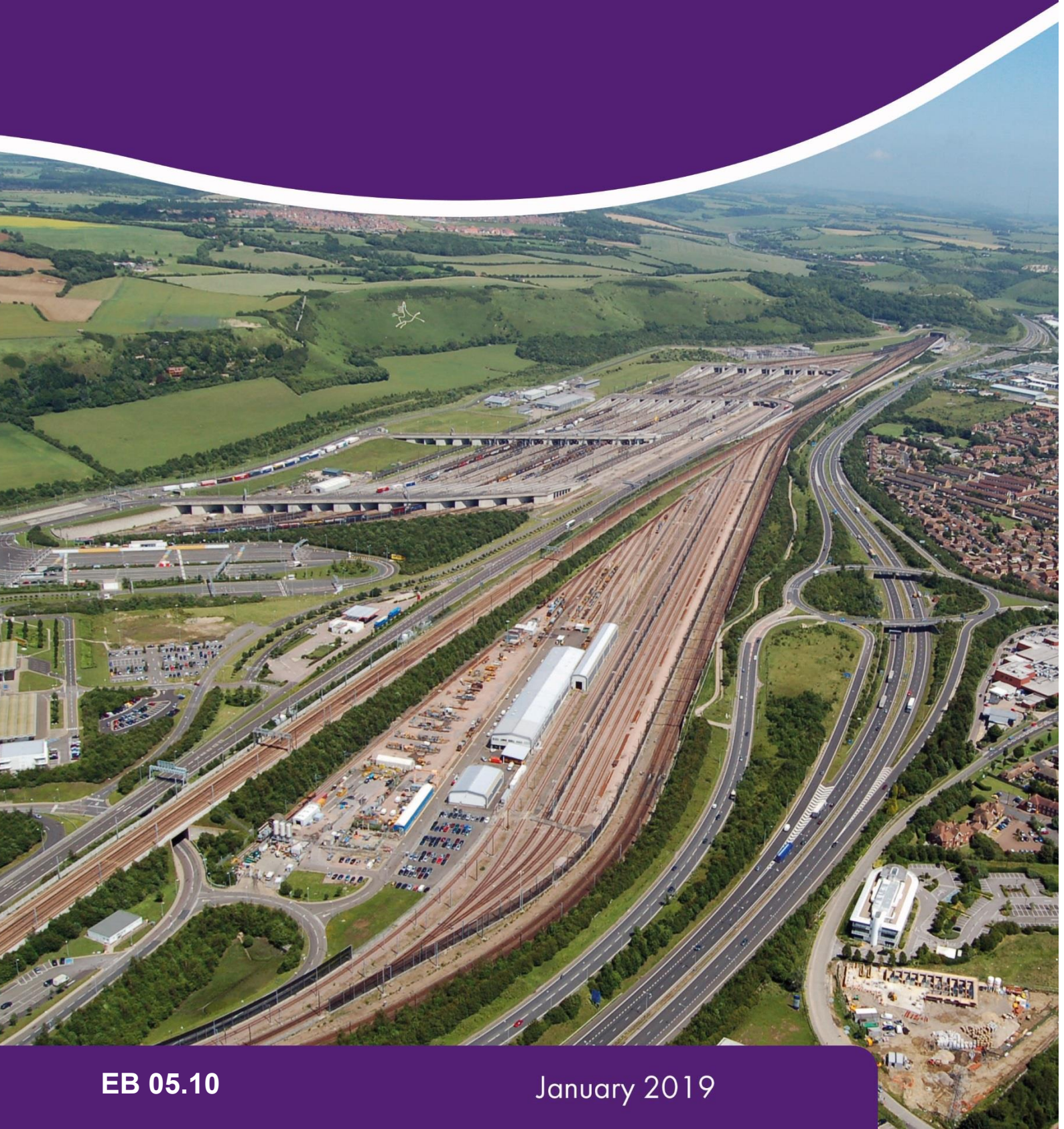


Infrastructure Delivery Plan



1. EXECUTIVE SUMMARY

- 1.1 To achieve the Vision and Strategic Policies as set out within the Core Strategy Review, Folkestone & Hythe District must be equipped for growth and change. This Infrastructure Delivery Plan (IDP) will, therefore, form a component in underpinning this District's future infrastructure needs.
- 1.2 Infrastructure planning ensures the District Council, local communities, service providers and developers understand what infrastructure is required to deliver the planned growth and wider objectives of the Council. It also properly accounts for the funding, timing and delivery of projects.
- 1.3 Infrastructure should be multifunctional and integrated to maximise efficiency and provide added value where possible. This Infrastructure Delivery Plan (IDP) sets out the approach to infrastructure planning taken by Folkestone & Hythe District Council and identifies its strategic infrastructure priorities.
- 1.4 The IDP has been produced in collaboration with stakeholders, strategic infrastructure providers and the County Council. It will help deliver the growth identified in the Core Strategy Review and support the statutory Purposes and Duty of the District Council.
- 1.5 The term 'infrastructure' covers a wide range of services and facilities provided by public and private organisations. The definition of infrastructure is outlined in section 216(2) of the Planning Act 2008 (as amended). The Garden Settlement North Downs IDP covers the following infrastructure areas:
 - Schools and other educational facilities
 - Health and social wellbeing
 - Utilities
 - Transport, including pedestrian facilities
 - Flood defences
 - Emergency services
 - Waste
 - Social and community (including libraries, allotments and community halls)
 - Leisure and recreational facilities (including children's play, youth and sports facilities)
 - Open space/green infrastructure
- 1.6 The requirement is to create an infrastructure plan which will show the following:
 - What infrastructure is required and how it will be provided (e.g. co-location, etc)
 - Who is to provide the infrastructure
 - How will the infrastructure be funded
 - When the infrastructure could be provided
- 1.7 Discussions have taken place with a variety of infrastructure providers both within the Council and external organisations in order to ensure a comprehensive understanding of what is needed. This process has enabled these infrastructure providers to think more strategically in terms of future provision and the challenges brought about by significant growth in the long term. This IDP brings all these agencies' plans together in one document. This should encourage inter-relationships between parties and provides an opportunity to share information and possibly infrastructure.
- 1.8 This document has been written during a time of significant change, with the Government reforming many of the public services that are responsible for providing and planning

infrastructure. This is likely to have an impact on provision, delivery, funding and how the relevant organisations are able to respond in relation to future growth. In addition, it is often difficult to be certain about infrastructure requirements so far into the future, as the detail of many development schemes is not currently known. However, this IDP will be kept under review and will be continually updated as infrastructure schemes are completed and new needs are identified. In addition, the government requires local planning authorities to review their plans at least every five years, or sooner if housing requirements change, and future reviews of the Core Strategy will be able to take account of changing circumstances regarding infrastructure needs and provision.

2. INTRODUCTION

Status and purpose of IDP

- 2.1 The IDP is a supporting document for the emerging Core Strategy Review. The IDP has been produced to identify infrastructure required to meet the needs of the district between the financial years 2018/19 and 2036/37. Its content will be annually monitored and periodically reviewed. The document will also supplement the evidence base for a separate workstream to permit a review of the Community Infrastructure Levy (CIL) Charging Schedule that is being reviewed in parallel with the preparation of this IDP update.
- 2.2 This IDP is a draft version published as part of public consultation on the Regulation 19 version of the Core Strategy Review and the Preliminary Draft Charging Schedule between January and March 2019. This document may be subject to updating prior to finalisation for submission and examination of the Core Strategy Review and revised Charging Schedule.
- 2.3 This document includes details of the infrastructure identified by the Council and other service providers as being needed to support the delivery of the emerging Core Strategy review. It explains the approach the Council has taken to identifying this infrastructure, how it will be delivered, and an assessment of the potential risks associated with doing so.
- 2.4 However, it is important to acknowledge that the content and purpose of this document is different to the typical approach taken to prepare an IDP, insofar as the North Downs Garden Settlement¹ will be required to fund all associated infrastructure required to ensure the development fully complies with relevant policies of the emerging Core Strategy Review and, therefore, be deemed to be policy compliant. All infrastructure detailed within the IDP is categorised as critical to the delivery of the emerging Core Strategy Review (i.e. must happen to enable growth).
- 2.5 Fundamentally, it needs to be shown that there is not expected to be a funding gap associated with the satisfactory implementation of required infrastructure to serve the North Downs Garden Settlement necessary to mitigate the impact of development. This should include, for example, the ongoing revenue costs associated with the maintenance and management of certain public spaces and facilities under the control of a Community Management Organisation, or a similar body.

Approach

- 2.6 There are certain important principles regarding the approach and issues that the IDP has to recognise. Whilst it is important to appreciate changing ways of providing services, it is extremely difficult for an IDP to be definitive about what these could be. There are too many options open as to how this is provided and this could therefore have a significant impact on needs and costs. However, such provision, particularly on larger strategic sites such as the Garden Communities where new health hubs and schools are to be provided, should be recognised as the way such infrastructure needs will be provided over the plan period.

¹ See Core Strategy Review Submission Draft (Regulation 19), Policies SS6-SS9.

3. RELEVANT PLANNING POLICY AND CONTEXT FOR GROWTH

Policy

- 3.1 As identified in national policy and guidance, the planning and delivery of infrastructure is an important part of the planning system. It is a key piece of evidence for the production of a Local Plan and for justifying the need for a Community Infrastructure Levy (CIL).

National Planning Policy Framework 2018 (NPPF)

- 3.2 The National Planning Policy Framework 2018 (NPPF) highlights the significance of infrastructure delivery. Paragraph 20 states that strategic planning policies should make sufficient provision for:

- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)
- c) community facilities (such as health, education and cultural infrastructure)

- 3.3 The NPPF makes clear the importance of engaging with infrastructure providers and that engagement should be “effective and on-going” (paragraph 26) throughout the plan-making process.

Planning Practice Guidance (PPG)

- 3.4 The Planning Practice Guidance (PPG) further expands on the role of infrastructure-planning in Local Plans, stating that councils should pay careful attention to “identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time.” It states that this information can be set out in a supporting document such as an infrastructure delivery programme (or plan) that can be updated regularly.

- 3.5 The PPG sets out that:

- It is important to have early discussions with infrastructure providers;
- The Local Plan should make clear, for at least the first five years of the plan period, what infrastructure is required, who is going to fund it, and how it relates to the anticipated rate and phasing of development;
- Less detail may be provided in relation to infrastructure for the period following the first five years of the Local Plan;
- Councils should identify whether the delivery of infrastructure is uncertain and the consequences of such uncertainty; and
- Where councils intend to bring forward CIL, there is a strong advantage in doing so in parallel with the production of a Local Plan.

- 3.6 The PPG also explains the relationship with infrastructure and CIL and states that:

- CIL charging authorities need to draw on their infrastructure planning evidence when setting their CIL charge
- Charging authorities must identify the total cost of infrastructure they wish to fund wholly or partly through the levy and identify the funding gap, with the government recognising that funding sources beyond the short-term is often uncertain²

² Paragraph: 016 Reference ID: 25-016-20140612

- At a CIL examination, the charging authority should set out a draft list of infrastructure projects or types that are to be funded (either wholly or in part) by CIL³

³ Paragraph: 017 Reference ID: 25-017-20140612

4. INFRASTRUCTURE REQUIREMENTS FOR RESIDUAL GROWTH AT SELLINDGE

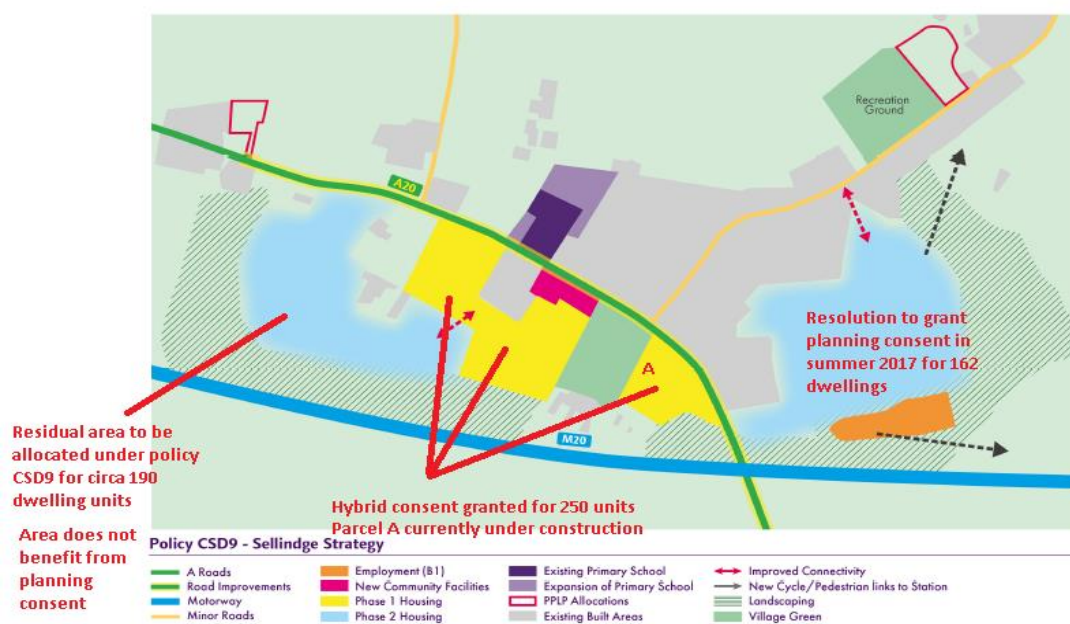
Introduction

- 4.1 On the basis the Core Strategy Review only seeks to allocate growth in two locations, namely the garden settlement and a modest amount of growth at Sellindge, there is merit in separating out the infrastructure requirements between the two distinctive components of growth. This section provides an indicative overview of the infrastructure needs to support residual growth in Sellindge.
- 4.2 The remaining content of this document, i.e. section 5 onwards, refers exclusively to the infrastructure requirements necessary to support growth at the North Downs Garden Settlement. Key diagrams relating to the Garden Settlement are presented at the end of this section of the IDP (section 4).

Residual housing growth at Sellindge

- 4.3 The Core Strategy Review proposes what has been labelled as ‘Phase 2 Housing’ growth in Sellindge, as represented on the Policy CSD9 – Sellindge Strategy diagram drawn from the Regulation 19 version of the Core Strategy Review document. The figure below has been annotated to explain to the reader that one of the two parcels to be allocated as ‘Phase 2 Housing’ benefits from a resolution to grant planning consent for 162 dwelling houses in accordance with planning reference Y16/1122/SH.
- 4.4 Accordingly, the residual growth in Sellindge proposed in association with policy CSD9 is for 190 residential units on land to the west of the Phase 1 Housing allocation. The Phase 1 Housing allocation is the subject of allocation in the adopted Core Strategy (2013).

Figure 4.1. Annotated image to show the location of proposed housing growth at Sellindge



4.5 The parcel of land at the eastern edge of Sellindge that benefits from a resolution to grant planning consent subject to the signing of a S106 agreement. Accordingly, as the S106 Heads of Terms are sufficiently advanced, but not yet signed, it can be taken that the infrastructure requirements necessary to mitigate the impact of the development of this site have been defined but are subject to final approval by the signatories. It would not be appropriate for this IDP to seek to undermine the draft S106 Heads of Terms.

Infrastructure required in support of residual growth at Sellindge

4.6 Turning attention to the second parcel defined under ‘Phase 2 Housing’ (that being the parcel that shall deliver residual growth of 190 units) on the western side of Sellindge, Kent County Council have provided an indication of the associated infrastructure requirements, as presented in Table 4.1. Data presented in Table 4.1 is to only be read as ‘indicative’, and must not prejudice future discussions relating to S106 Heads of Terms which could result in different developer contribution requirements being sought when compared to those that are presented in Table 4.1.

Table 4.1. Infrastructure items to support residual growth at Sellindge

Infrastructure item	Requirement	Notes
Education	Contribution towards the expansion of Sellindge Primary School from 1.5FE to 2FE	Contribution of £4535 per house x 188 = £852,580 Transfer of land required to expand the school to 2FE (0.8 hectares)
Community	Libraries @ £108.32 per dwelling Community Learning Service (formerly Adult Ed) @ £21.08 per dwelling Family & Social Care @ £73.87 per dwelling 2 x Wheelchair accessible homes	
Utilities	Broadband - TBC	
Sports facilities and playing pitch requirements	Draft Heads of Terms of £40,505 payable as a contribution towards the cost of upgrading the playing pitches at Sellindge Sports and Social Club, with an annual maintenance payment of £6,069 for a period of 10 years.	Draft Heads of Terms of £34,536 payable as a contribution towards the cost of upgrading the playing pitches at Sellindge Sports and Social Club, with an annual maintenance payment of £5,175 for a period of 10 years.
Health	The sum of £360 (three hundred and sixty pounds) per predicted occupant of the Development with a minimum sum of £157,320 payable as a contribution towards the cost of improving the Sellindge Surgery required to mitigate the impact of the Development	Separate contributions of £252,000 (index linked) secured in association with Taylor Wimpey site and £136,800 secured (draft Heads of Terms) for the land rear of Rhodes House scheme. Total S106 secured, or to be secured = £546,120

Key diagrams relating to the North Downs Garden Settlement

4.7 The below diagrams relate to the North Downs Garden Settlement sourced from the emerging Core Strategy Review document (Planning Policy) and the masterplan framework (site promoter). Expanded descriptions of what each figure represents is provided below:

- Figure 4.2 - Policy SS6 – Garden Settlement North Downs – Indicative Strategy. This figure has been sourced from the Regulation 19 version of the Core Strategy Review and shows land to be allocated within the North Downs area for a new garden settlement (the policies map) in accordance with policy SS6 - New Garden Settlement - Development Requirements.
- Figure 4.3 - Revised strategy including wider masterplan framework site area. This figure has been sourced from the Otterpool Park Framework Masterplan Report (March 2018), which explains how the masterplan has evolved over time, and the revised strategy is the output of masterplan refinement based on consideration of opportunities and constraints, market testing and stakeholder consultation. The area shown within the masterplan boundary can provide for up to 10,000 homes with predominantly medium to lower housing densities, a lesser proportion of high density housing and the proportion of land for green infrastructure approximately 40%.

Figure 4.2. Policy SS6 – Garden Settlement North Downs – Indicative Strategy

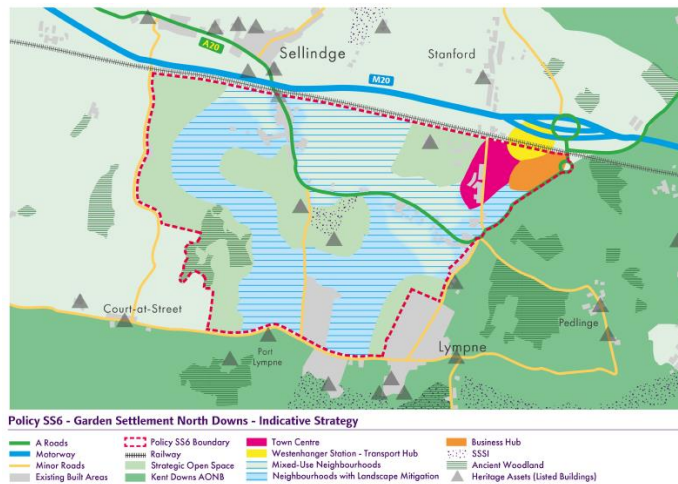


Figure 4.3. Revised strategy including wider masterplan framework site area



5 EDUCATION

- 5.1 Kent County Council (KCC) has statutory duties to facilitate Early Years and Childcare (EY&C) provision within the area and ensure sufficient primary and secondary school places are available. This section seeks to simplify what is a very complicated subject, based on information provided by KCC.
- 5.2 The following education services have been included within the assessment of infrastructure needs:
- Early Years and Childcare (EY&C)
 - Primary education
 - Secondary education
 - Sixth form education
 - Further education
 - Special needs education
- 5.3 KCC delivers its responsibilities for providing Government funded Free Early Education Entitlement (FEEE) for vulnerable 2-year olds and FEEE for all 3- and 4-year olds primarily by commissioning from the private, voluntary and independent sectors. It provides some provision via nursery classes in schools. KCC advises on the requirement for new facilities based on the places generated by the new development.
- 5.4 KCC has a statutory duty to ensure that school places exist for all resident statutory school aged children who require one. Of relevance to infrastructure planning is that, if there is insufficient capacity in existing schools, while the local education authority has the duty to ensure sufficient places are provided, it no longer has the power to bring forward expansion proposals for all types of state funded schools. The local authority is able to propose expansions of the schools it maintains, but not free schools and academy schools, which are outside local authority control. KCC is only able to expand free schools and academies with the agreement of these schools, and the consent of the Secretary of State for Education. Current legislation dictates that whilst the local authority can build new schools, it is presumed that these will operate as free schools. The capacities of all state funded schools are considered in pupil place planning assessments.
- 5.5 KCC also has a statutory responsibility to secure sufficient suitable education and training provision is available for young people aged 16-19 years (to age 25 years for those with an Education, Health and Care Plan). This is achieved in partnership with schools that have sixth forms, FE colleges, private and voluntary training providers and employers. The Education and Skills Funding Agency, a national body, is responsible for capital and revenue funding of all post-16 provision.

Otterpool Park

- 5.6 The site boundary for the planning application that will be submitted in early 2019 is for 8,500 dwellings, compared with the masterplan boundary that provides for up to 10,000 dwellings. The difference equates to 1,500 units positioned to the west of Link Park. The area of 1,500 dwellings will need to be subject to promotion of associated education provision as/when a future planning application is assembled for this part of the wider masterplanned site. However, it is important to understand the total need of the wider allocation to ensure sufficient land is safeguarded to meet anticipated need.
- 5.7 When assessments of need are calculated, KCC applies a pupil product ratio to all qualifying dwellings (excludes 1 bed flats of less than 56m² gross internal area and sheltered accommodation specifically for the elderly). If details of the housing mix are not known at the

time of assessment, a ratio of 80% houses, 10% 2+bed flats, 10% 1-bed flats is applied. The housing mix for the garden settlement has been shared with KCC to allow a finer grain of analysis.

- 5.8 Kent County Council has undertaken a detailed population modelling exercise to inform the infrastructure requirements for those key services delivered or facilitated by KCC. The modelling cannot simply apply demographic data using the District average household composition because the District has an ageing population and its coastal location means its profile is skewed towards persons of older age. A key objective of the garden settlement will be to attract in a higher proportion of working age families when compared to the longstanding District average. For this reason KCC has profiled the expected future population by applying data collected from newly-established settlements. Importantly, the output have been profiled applying the housing type split for the garden settlement.
- 5.9 The County Council shared the results of the population modelling in January 2019. This will support further discussion between the County Council and the promoters of the garden settlement. The below commentary is the latest known position at the time this version of the IDP was prepared (January 2019).
- 5.10 Given the scale of development anticipated at the garden settlement, the population modelling undertaken by KCC has looked at a range of scenarios. It is clear that at this stage there is uncertainty around the potential mix of property types and population mixes that may emerge across the lifetime of the development. Kent County Council has a statutory duty to ensure sufficient primary and secondary school places are available, regardless of the scenario/s. In order to satisfy this duty, Folkestone & Hythe District Council and KCC have to ensure sufficient land is safeguarded and sufficient developer contributions are secured to mitigate demand created by the development and allow for sufficient education provision at Otterpool Park. The current population modelling output is in draft and subject to KCC Member approval.
- 5.11 As part of the provision of new schools and associated sports facilities (indoor and outdoor), it is anticipated that such spaces will be available for use by the community outside of school hours. However, such use cannot be assumed, and thus cannot be considered as a solution to the leisure and recreation needs generated by new developments. The assessment of leisure and recreation needs in later sections therefore reflects the overall need and cost.

Early Years and Childcare

- 5.12 It is anticipated that the private and voluntary sector will continue to provide the majority of places in the early years and childcare sector. 52 place nursery provision would be included in each new school. Further provision would be made through community facilities, and the construction of commercial premises suited to private sector providers. Potentially eight 52 place provisions will be required by 2031, with up to 18 nurseries required for the full 10,000 units.

Primary Education

- 5.13 There are currently 36 Primary schools in the Folkestone & Hythe District. The birth rate in the District has fallen since 2013 and is below that of both Kent and national. 2015 saw 130 fewer births in Folkestone & Hythe than 2011. Rates in 2016 and 2017 were only slightly higher than that of 2015.
- 5.14 The primary schools within four miles of the centre of the masterplan site are located in surrounding villages or within Hythe. The schools closest to the Masterplan Area are Lympne

Church of England Primary School and Sellindge Primary School. Local schools are mostly small schools of one or one-half forms of entry (FE) each, with little surplus capacity.

- 5.15 As at October 2018, 79 places or 4% of all places across all years are unfilled in these schools. Furthermore, the intake to these schools has remained relatively steady over the last seven years; as a result, the numbers of students in Year 3, the largest year group, is only 20 more than in Year 6, the smallest cohort.
- 5.16 Only one school has expanded in this period. However, KCC has indicated two schools (Palmarsh Primary and Sellindge Primary) are likely to expand in future to meet demand from housing developments in Sellindge and Hythe. However, while these two settlements are forecast to need more school places in future, demand for school places in rural areas and villages surrounding the site is otherwise forecast to remain steady.
- 5.17 This overview indicates that while there is some surplus capacity in local primary schools, it is very limited. Most schools in the surrounding area are small and are unlikely to have capacity to significantly expand. There is unlikely to be capacity to cater for demand for primary school places from Otterpool Park in existing local schools except in a very limited way for the first homes to be occupied.
- 5.18 Proposals for approximately 440 homes in Sellindge will require additional capacity to be created in the village school. Taylor Wimpey has commenced house building. This will necessitate the first phase of the School's expansion, by 0.5FE to create a 1FE provision, and is to be funded by the developer. This accommodation is expected to be delivered for September 2020. Phase 2, to take the school to 1.5FE, will come forward as demand arises from other housing sites, and will need to be funded by those developments. A third phase, taking the school to 2FE, could be undertaken to support the initial demand for school places generated by Otterpool Park, ahead of new schools opening within the development. Further land adjoining the school will need to be provided (0.8ha) to support this, together with appropriate financial contributions.
- 5.19 Initial analysis suggests a new primary school will need to be constructed as soon as possible within the life of the development. The limited capacity in other local schools and expansion of Sellindge Primary School to 2FE would provide a short term stop gap. Thereafter, new 2FE provision would be required approximately every three years assuming 400 homes are delivered annually. This could mean four new 2FE primary schools by 2031. In total, eight 2FE primary schools may be needed to serve 10,000 units.

Secondary Education

Existing provision and future needs

- 5.20 There are currently 6 secondary school establishments in Folkestone & Hythe District (FHDC), comprising two Grammar Schools (Folkestone School for Girls and Harvey Grammar School), four wide ability schools (Brockhill Park Performing Arts College, Folkestone Academy, Turner School and The Marsh Academy), all of which are academies or free schools.
- 5.21 Admission to Kent's grammar schools at Year 7 is determined by results in the Kent Test. There are currently four selective grammar schools within the two districts (two boys' schools and two girls' schools); as a result, places at these schools would not necessarily be available to all local pupils who apply. The remaining schools do not have selective admissions criteria and operate as wide ability schools.

- 5.22 Eleven secondary schools are within 10 miles (Folkestone & Hythe and Ashford area). The closest school to the Masterplan Area, and the only secondary school that falls within 5 miles of the masterplan boundary, is Brockhill Park Performing Arts College on the outskirts of Hythe.
- 5.23 Capacity currently exists in secondary schools in both districts. However, forecasts indicate rising numbers of pupils entering Year 7, peaking in 2022-23. This will result in a shortfall of places in both districts. In Folkestone and Hythe this may require an additional form of entry, with 'extra classes' being admitted to deal with the bulge. This will be achieved with the support of existing schools.
- 5.24 Demand in Ashford Borough for secondary school places is also forecast to rise from 2018/19 onwards, partly due to development. KCC plans to manage this increase through expanding existing schools from 2019 and with the opening of a new 4FE school in Chilmington Green in 2022 (which will serve demand from housing development at Chilmington Green).
- 5.25 KCC's population modelling indicates 10,000 in Otterpool Park may generate 13 forms of entry of secondary school demand. KCC has informed the applicant that they intend to meet part of the demand created by Otterpool Park through the expansion of The Harvey Grammar School (a selective, boys' school) and Folkestone School for Girls (a selective girls school). The applicant is supportive of this, although any decision to extend academies or free schools will be the subject of a decision by the Secretary of State and, therefore, cannot be guaranteed. Other off-site solutions may be possible and necessary, especially in the early years of the development, but it is expected that the majority of secondary school places for Otterpool Park will be met on-site via one or two new secondary schools (configuration yet to be determined).
- 5.26 Off-site secondary school capacity will be full at the time Otterpool Park development commences. As the need for the District's population decreases, the demand from Otterpool will be rising, offsetting the reduction until 2031. 500-600 places may be needed throughout the period 2024-2030. The solution to this will need to be developed.

Post-16 Education

Sixth Form Education

- 5.27 Sixth form education is distinct from Further Education (FE) which is mainly provided by the local FE College and private sector providers.
- 5.28 There is currently sufficient capacity in school sixth forms in the Folkestone & Hythe district, and there will be no foreseeable need for additional capacity in the district over the Plan period (to 2031), assuming any new secondary school in Otterpool Park has sixth form provision.

Further Education

- 5.29 Further Education (FE) addresses vocational post-16 education needs, i.e. people being educated in a setting other than a sixth form. It is provided by the private sector and East Kent College.

Special Educational Needs Education

- 5.30 There is one special educational needs school, The Beacon, Folkestone that opened in autumn 2016, and caters for children of all ages, nursery to post-16. Approximately 3% of pupils have Education, Health and Care Plans which set out the provision which needs to be made to support the child, and this provides statutory protection. The major growth areas have been Autistic Spectrum needs, Speech and Language needs, and Social, Emotional and Mental Health needs.
- 5.31 Otterpool Park development is expected to generate the need for up to 92 additional special school places (assuming 10,000 homes). It is envisaged this may be via a new special school in Otterpool Park, co-located alongside one of the primary or secondary schools in an 'education campus'.

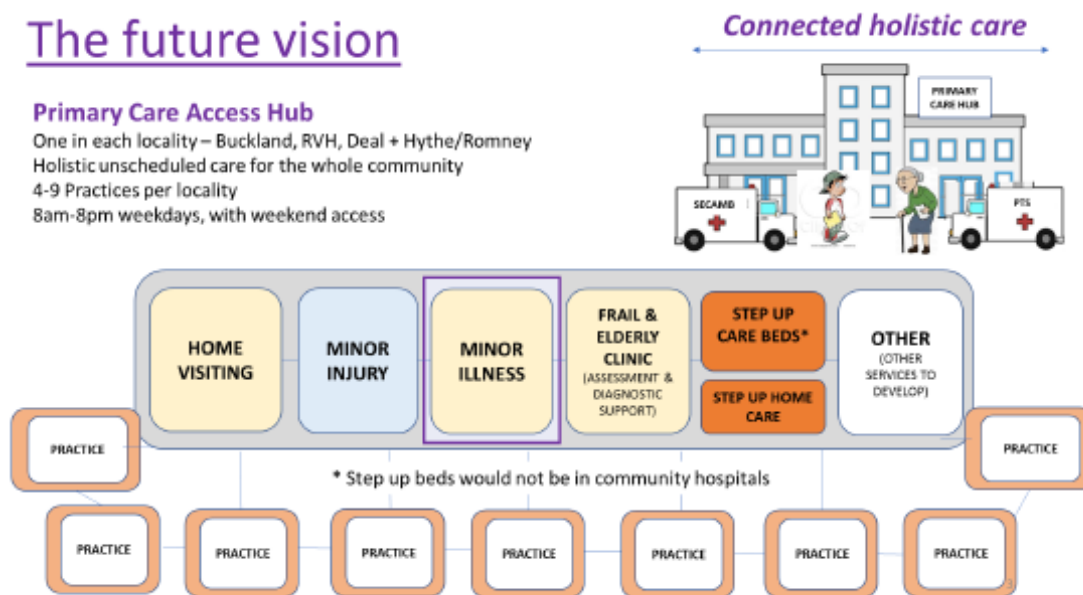
6. HEALTH AND SOCIAL WELLBEING

- 6.1 For the purpose of the IDP, health and social wellbeing consists of GP services, Hospital Services, Social Care and Public Health. This analysis does not take into account wider primary care services such as dentists, pharmacies, opticians, Mental Health, Ambulance Services, community health (health visiting, school nursing, midwifery, district nursing) which will all be impacted by demand from growth.
- 6.2 The Health and Social Care Act 2012 has radically changed the way primary care services are planned and organised. This has facilitated a move to clinical commissioning, a renewed focus on public health and allowing healthcare market competition for patients. This is primarily provided by the Clinical Commissioning Groups (CCGs) with Folkestone & Hythe covered by NHS South Kent Coast CCG. The CCG is responsible for planning and buying local health services.
- 6.3 Separately, Sustainability and Transformation Plans (STPs) are being prepared for wider areas that incorporate some or all of the CCG areas. The South Kent Coast CCG is covered by the Kent and Medway STP. The draft STP will summarise the work to date and outline how the system-wide plan can be delivered across organisations, how the known and emerging risks can be managed, and how by working together the quality and safety of care provision can be improved.
- 6.4 Public health services are provided by Kent County Council in partnership with the respective local authorities. These services are focused on prevention and early intervention, specifically developing measures that help to reduce illness and to tackle the causes of poor health at source. This includes initiatives to increase activity and healthy living, as well as provision of green space within developments. The strategic overview of the STPs includes consideration of these issues.

Primary Care Services

- 6.5 The Primary Care Strategy of the CCG focuses on the following key areas:
- Promoting operational resilience across GP practices
 - General Practice to be provided at scale aligned to defined neighbourhoods
 - The development of a primary care integrated workforce to be wrapped around GP practices and serving locality populations based on multi-disciplinary care planning and clinical leadership. This will provide General Practice that is fully integrated with the local authority and voluntary sector delivering services in a co-located primary care hub.
 - Reduce hospital admissions
 - Improved use of digital and mobile working technology in General Practice
 - Create capacity in primary care
 - Increased patient access – seven day services and reduce demand in the wider healthcare system through improved prevention and supporting people to be well and healthy in their own homes
 - Fit for purpose estate for the delivery of modern General Practice
- 6.6 The Future Vision of the South Kent Coast CCG is illustrated in Figure 6.1.

Figure 6.1. The Future Vision of the South Kent Coast CCG



- 6.7 A particular focus of the STP is bringing simple diagnostics and care out of the hospital environment and into communities. This doesn't necessarily mean needing more properties but trying to find space in existing estate for activity that would traditionally be found in an acute care setting.
- 6.8 The CCG is also looking at more prevention-based and integrated service provision with social care including services such as citizen's advice, mental health and group activity meetings.
- 6.9 This growing focus on bringing primary care into a single point within the community means in practice the creation of primary care hubs. There may be some smaller spoke facilities which provide particular specialisms not otherwise provided at the main hub. Often the need for a spoke facility will be because of geography or because of the specific needs of the population in a localised area.
- 6.10 In addition, CCGs have set out in the STPs to review where they may need to increase estate, or invest in buildings and infrastructure to make them fit for purpose in order to support the scaling up of primary care services and the provision of care closer to home.
- 6.11 The approach taken by the two national property arms of the NHS (NHS Property Services and Community Health Partnerships) which advise the CCGs, is that they would not generally build a surgery just for the new residents of a proposed development. They are seeking much larger practices that follow the hub model and such provision can rarely be justified through S106 contributions or in terms of the large amount of land that would be sought to develop a hub from a single development.
- 6.12 In order to develop hubs, the preferred approach would be to relocate an existing practice or merge a number of practices into a new facility that, with the wider growth planned, will eventually become a hub facility or a larger GP Practice that works at scale.
- 6.13 Recognising the workforce challenges that currently exist, SKC CCG has invested locally in the development of Primary Care Access Hubs across all localities, which will cover the following:

- Minor illness care being moved into Primary Care Access Hubs

- To cover all patients on the GP's list as part of General Medical Service
- To ensure patients see the right professional, first time on the same day
- Led by Doctors and multi-professional teams to provide high quality care
- By transferring minor illness care into hubs, this will free up practices to provide holistic care for preventative medicine – long term conditions and chronic disease management:
- This will benefit patients by offering longer appointments and continuity of care for frail, elderly and high risk patients to improve population health outcomes and prevent avoidable hospital admissions

Hospitals

- 6.14 The Royal Victoria Hospital, Folkestone is a community hospital that provides a range of local services. The hospital building has been upgraded over the years to provide a minor injuries unit with a walk-in centre (both operated by the local Clinical Commissioning Group), an outpatients department, the Derry Unit (which offers specialist gynaecological and urological outpatient procedures), diagnostic services, and mental health services provided by the Kent and Medway NHS & Social Care Partnership Trust.
- 6.15 The STPs envisage that, over the next five years, hospitals will provide less simple care which will allow them to focus on more complex and specialist care whilst working with other partners in the community. They are exploring ways of saving money by sharing management and support services and also by combining their specialist expertise.

Social care

- 6.16 Social care for both adults and children is provided by Kent County Council (KCC). This covers a range of functions and services and is provided by a range of different providers. In the KCC Capital Budget are monies for vulnerable people and independent living. This includes supporting adults with learning, physical, sensory or mental health needs. Kent County Council can make specific provision of built infrastructure for care services, e.g. extra care.
- 6.17 In November 2016 KCC published a draft Health and Social Care Sustainability and Transformation Plan (STP), which sets out in broad terms what is required to bring about better health and wellbeing, better standards of care, and better use of staff and funds to meet the changing needs of local people for decades to come.
- 6.18 The STP has been developed jointly with NHS, social care and public health leaders in Kent and Medway. The programme is the first time all stakeholders have worked together in this way and it provides a unique opportunity to bring about positive and genuine improvement in health and social care delivery over the next five years.
- 6.19 Kent County Council (KCC) has provided the following bulleted list of social care requirements necessary to support development at the garden settlement. The precise detail is still emerging, and the specific requirements shall be defined as part of the S106 Heads of Terms in due course.
- Flexible community space - variety of sized rooms for use by a variety of groups. Must be fully accessible and include a changing place and a kitchen that is suitable for all client groups
 - Assistive technology
 - Lifetime Homes/ Wheelchair Accessible Housing
 - Shared employment space for staff

Public health

- 6.20 Responsibility for public health was moved out of the NHS into local government in April 2013. Health and Wellbeing Boards (HWBs) promote co-operation from leaders in the health and social care system to improve the health and wellbeing of their local population and reduce health inequalities.
- 6.21 HWBs are responsible for producing a Joint Health & Wellbeing Strategies (JHWS), Joint Strategic Needs Assessments (JSNA) and Pharmaceutical Needs Assessments (PNA) for the Folkestone & Hythe District area.

CCG response to emerging Core Strategy Review

- 6.22 The South Kent Coast CCG provided a response to the emerging Core Strategy Review for Folkestone & Hythe District in August 2018. Whilst broadly supporting the outcomes and direction of the strategy, the CCG identified a number of considerations for documentation in terms of future health care provision across the district, as outlined below.
- 6.23 The increase in population, along with the increased life expectancy has not been in line with an increase in health care provision. GP numbers have decreased over recent years, with recruitment of healthcare professionals, in particular GPs, remaining a major issue in the South East. Recent practice closures have resulted in GPs operating formally closed patient lists, limiting patient choice and access to primary care services.
- 6.24 The South Kent Coast CCG recognises that these challenges can be partly addressed with the development of appropriate health care facilities, however workforce issues will remain. The Core Strategy Review allows for 12,030 new homes in the period to 2037 – this could equate to an additional 30,000+ residents in the District – it is imperative that solutions are proposed to mitigate the impact of this increase on health services. In this respect, the CCG supports Policy SS5.

Healthcare provision at the planned Garden Settlement

- 6.25 The CCG note the proposal to construct up to 10,000 homes, including the provision of a health centre within the early phases of development. It is envisaged by the CCG that the health centre development is phased in line with the population growth; a GP provider will be required to operate with a relatively small patient list size until the overall development is of sufficient size to support a standalone practice, having a phased development will facilitate this. The CCG hope that this requirement can be captured within the S106 agreement as detailed in Policy SS9. To maximise the benefit to the NHS, it would be proposed that the facility is built to at least shell and core, and either gifted to the NHS or leased at peppercorn rent.
- 6.26 Information drawn from the draft Community Facilities Delivery Strategy (November 2018) prepared by Quod has assisted in defining the healthcare needs for the garden settlement. The content of the draft statement has been prepared in close consultation with representatives of the South Kent Coast CCG, Ashford CCG and NHS. Pertinent information is set out below in paragraphs 6.27 to 6.35.
- 6.27 A measure of effective GP provision is provided by NHS statistics on full-time equivalent (FTE) staff. This measures how many GPs work in areas and individual practices, expressed as FTE roles. This takes account of GPs working part-time or between multiple surgeries. There are currently 11 FTE GPs within the five GP surgeries listed above, with 2,576 patients per FTE GP.

- 6.28 The average for the NHS South Kent Coast Clinical Commissioning Group (CCG) (which covers Folkestone & Hythe district as well as Dover and Deal) is 3,000 patients per FTE GP, while the average for the NHS Ashford CCG is 2,560 per FTE GP. By contrast, the average for the NHS South East region is 1,980 per FTE and GP and for England as a whole is 2,060 per FTE GP.
- 6.29 This data suggests that there are relatively high patient-to-GP ratios locally; however, these are reflected across the surrounding districts. Broadly speaking, the NHS uses a benchmark of 1,800 patients per GP for planning purposes. Based on this benchmark there is no surplus capacity for new residents in existing surgeries in the local area.
- 6.30 There are currently four pharmacies located within 5km of the Masterplan Area (three in Hythe and one in Lyminge). There are two dentist surgeries located within 5km, both in Hythe.

Specialist and hospital care

- 6.31 There are two hospitals located about 10km from the Masterplan Area. These are the William Harvey Hospital, Ashford and the Royal Victoria Hospital, Folkestone. The William Harvey Hospital operates an Accident and Emergency department (A&E), which is approximately a 12-18 minute peak time drive from the Masterplan Area. The William Harvey Hospital also operates a range of specialist care departments including a maternity department and general and specialist surgery. The Royal Victoria Hospital is approximately a 12-20 minute drive from the Masterplan Area and has a minor injuries unit as well as some specialist services including diagnostic services, mental health care, children's and adolescent services and other outpatient services.
- 6.32 These hospitals are run by East Kent Hospitals University NHS Foundation Trust, which also runs hospitals in Dover, Canterbury and Margate. This Trust, together with NHS organisations in Kent, KCC and Medway Council, is currently examining ways of reorganising hospital care in East Kent. A major part of the strategic plans produced by these organisations involves centralising and consolidating emergency and high-risk surgery and specialist care in East Kent.

Expected demand for new facilities to serve the resident population of the garden settlement

- 6.33 FHDC has consulted with the South Kent Coast and Ashford and Canterbury Clinical Commissioning Groups. The expected demand for new GPs at Otterpool Park is based on the assumption that a GP serves 1,800 – 2,000 people. Based on an average household size in Kent of 2.16 people, 8,500 homes would generate demand for up to 10 FTE GPs. 10,000 homes would generate demand for demand for 12 GPs. These GPs would require a building of c. 2,000 sq m gross internal area (GIA) for standard operations. The CCGs have suggested that an additional 1,000 sq m GIA would be required to provide wider local care services which could include specialist clinics, testing services, physiotherapy, etc.
- 6.34 There is the possibility that there could be two or three smaller practices across the proposed garden settlement but, in general, larger practices are more sustainable, easier to manage and able to support a wider range of auxiliary services. The NHS currently has a preference for providing as many services as possible in primary care settings in the community (and not in hospitals) which has benefits for patients and for cost reduction.

Principles for health provision at Otterpool Park (South Kent Coast CCG)

- 6.35 Representatives of South Kent Coast CCG have provided comments on the principles for health provision at the garden settlement. Relevant details are set out in paragraphs 6.36 to 6.43.

- 6.36 All the community assets which would ordinarily be adopted by the district council (open space, play, allotments, community halls, sports pitches, etc) would ideally be passed to a community trust that will own and maintain them into perpetuity. During the S106 negotiation period, it is hoped to be agreed that the contribution to Health would be provided from the community hub, which will be operated and owned by the trust.
- 6.37 The community hub will be located in the district centre; a prime location. The community hub will include space for family and social care, community services, primary care services, and Tier 2 (out of hospital) services, although this is not an exhaustive list.
- 6.38 It is requested that the Health space ideally be provided at nil/peppercorn rent to the NHS with a service charge from the Trust to the NHS to cover a contribution to the buildings costs such as utility charges, common administration costs, maintenance, cleaning, security and caretaking. The ideal would be that the S106 agreement provides for a health centre of sufficient size to serve a patient list of 25,000 + with enough flexibility built in so that provision can reflect local need and best practice. Initial estimates indicate that, in total, c. 2000 sq m would be required for core General Medical Services (GMS) services, an additional 1,000 sq m would be required for local care services.
- 6.39 The first premises for Health must be provided by first occupation. It is anticipated that the first premises will provide some generic spaces for community use and which could provide space for local service providers to encourage residents to 'stay local'.
- 6.40 There is the ongoing concern for the potential necessity to provide temporary health provision to bridge the gap between the first residents taking up occupation and the final health facility being open. This coupled with the existing pressures on GP's in the surrounding communities is concerning and requires consideration. It is envisaged that the health facility could either be modular in construction to enable expansion as and when the patient population requires, or is built out in its entirety from the outset but with flexibility on use of the premises to avoid space being left vacant. The CCG is happy to work with other community based services in order to realise maximum use from the building.
- 6.41 The expectations of the NHS, as summarised by the South Kent Coast, are bulleted below.
- Land to be allocated in an accessible location, ideally close to other community assets
 - Health facility to be gifted to the management vehicle (Otterpool community trust or similar body)
 - Health facility to be leased to the NHS at nil/peppercorn rent
 - Health facility to be built with new models of care in mind – promote health & wellbeing as opposed to just treating the sick
 - Health facility to be of sufficient size to serve 25,000 + patients
 - Health facility to be available within very first phase of Otterpool development; residents to be encouraged to stay local rather than register with GPs outside of the area (Hythe, Folkestone, Sellindge)
- 6.42 The specific healthcare requirements for the garden settlement shall be the subject of ongoing discussion and agreement to be translated into draft S106 Heads of Terms prior to formal agreement involving the relevant signatories.

Healthcare provision at Folkestone Seafront (policy SS10)

- 6.43 The CCG note the allocation for a mixed-use development, providing up to 1,000 homes. This development alone is not of sufficient scale to warrant a standalone medical facility. The CCG is supporting the provision of primary care at scale, and would see the capital contribution sought from this development enabling the construction of a town centre facility. The centre and East of Folkestone has a particularly poor portfolio of healthcare premises and is a major

concern to the CCG in terms of sustainability and resilience. It is envisaged that a town centre strategy will be approved in the coming months to allow the workforce to come together and future proof the provision of healthcare in this area.

Policy CSD7 – Hythe Strategy

- 6.44 The CCG note the increase in housing numbers planned for the Hythe area, and also the investment proposed in a new Sports Pavilion. The CCG would wish to continue to pursue financial contributions against applications to allow expansion and upgrade of the existing GP facilities in the town.

Policy CSD8 – New Romney Strategy

- 6.45 The policy notes an additional 300 dwellings in New Romney. Whilst this scale of development is not large enough to warrant a new standalone facility, it is proposed that work will continue on the planned hub development which will include re-provision of primary care services as part of the future phasing.

7. UTILITIES

Water – Used water

- 7.1 Southern Water is the statutory wastewater service provider in Folkestone & Hythe District. The requirements for used water provision relate to the network for delivering used water (i.e. the sewerage pipes) and the facility at which it is treated, i.e. the Water Recycling Centre (WRC). For used water treatment two of the key facets to consider are flow consent and process treatment capacity.

Needs

- 7.2 Strategic infrastructure, such as extensions to wastewater treatment works (WTWs) are planned and delivered through the water industry's five yearly business planning process. Adoption of the Folkestone & Hythe Policies and Places Local Plan will provide the planning certainty to support proposals to Ofwat, the economic regulator, which assists in strengthening the case for allocated funding to deliver strategic infrastructure.
- 7.3 Southern Water was consulted by the District Council on all versions of the emerging Core Strategy Review. Having reviewed the proposed site allocations by settlement, Southern Water advised it is likely that additional wastewater infrastructure would be required to serve new growth in certain locations. It will, therefore, be important to ensure that development is co-ordinated with the provision of necessary infrastructure. Crucially, Southern Water has not identified any fundamental reasons why planned growth as set out in the Core Strategy Review should not go ahead.
- 7.4 Southern Water has also been clear to articulate that in respect of a number of the proposed site allocation locations, it may be the case that a new or revised environmental permit at a WTW would be required from the Environment Agency. The associated advice given by Southern Water is that the Environment Agency would normally permit increased flows provided the treatment standards are tightened so that the total load to the environment is not increased. This is in line with the 'no deterioration' principle.
- 7.5 Southern Water have also highlighted that it is also likely that new and improved local sewerage infrastructure (which conveys wastewater to the WTW) would be required to serve some individual sites. This is not a constraint to development per se, provided that occupation of development is phased to align with the delivery of sewerage infrastructure. The wording of site specific policies has been amended to respond to recommendations made by Southern Water.
- 7.6 Whilst the District Council is not the planning authority in relation to wastewater development proposals, support for essential infrastructure is required at all levels of the planning system. Accordingly, the planning policy team has incorporated site-specific criteria relating to wastewater infrastructure requirements as specified by Southern Water into the Submission version of the Core Strategy Review.

Costs

- 7.7 It is not possible to provide costs for the additional used water infrastructure to serve growth. This will need to be determined when particular schemes are assessed.

Funding

7.8 In general, used water treatment infrastructure upgrades to provide for residential growth are wholly funded by Affinity Water Services (AWS) through its Asset Management Plan (AMP). AWS is currently within the five-year AMP period 2015 to 2020. This does include schemes to address growth capacity at some of the key WRCs in the Folkestone & Hythe district area, but this is not sufficient to fully accommodate the needs arising from growth. Therefore in order for AWS to fund specific upgrades, it will be necessary to put forward growth schemes for inclusion within the next AMP (post-2021) and for these to be approved, planned and funded, as well as signed off by the regulator, OFWAT. The only other alternative is that developers forward fund this work; however, given the potential costs involved, this is unlikely for all but the largest schemes.

Planned growth at the Garden Settlement and residual growth at Sellindge

7.9 With regard to the planned level of growth at Sellindge and the new Garden Town, Southern Water has advised that it is working with site promoters to agree a schedule for infrastructure delivery at the site(s) in question. This will include detail of what infrastructure is required, when, and how it will be achieved in line with promoters' own ambitions for development. Whilst network reinforcement is likely to be required from the outset of any large scale development within the Sellindge catchment, it may be possible for some initial dwellings to connect pending network reinforcement. Southern Water will review and advise on this following consideration of the development programme and the extent of network reinforcement required.

Water – Potable supply

7.10 Affinity Water has provided helpful input into the content of this IDP through correspondence received on 8th November 2018. A detailed water resource balance and hydraulic assessment for the proposed development at Sellindge and the North Downs Garden Town has identified the strategic infrastructure needed to supply potable water to the development. The analysis is based on the following property build rate provided by FHDC up to 2037 but the overall plan includes for 10,000 properties in total for the local area.

7.11 **Table 7.1.** Annual housing completion and cumulative housing total (site promoter data)

Year	Housing units completed	Cumulative housing total
2022	325	325
2023	325	650
2024	325	975
2025	400	1375
2026	400	1775
2027	400	2175
2028	400	2575
2029	400	2975
2030	400	3375
2031	400	3775
2032	400	4175
2033	400	4575
2034	450	5025
2035	450	5475
2036	450	5925
2037	450	6375

7.12 Affinity Water has confirmed that up to 1,500 properties can be provided with a water supply without the need for additional strategic infrastructure. This satisfies the build rate to 2025/26. Affinity Water has further advised that strategic infrastructure is required beyond the occupation of 1,500 units at the garden settlement, as detailed below:

- 1.2km of a large diameter pipeline (likely to be 500mm internal diameter) to the south of the M20/HS1 transport links to provide the water supply to 3,500 properties by 2030/2031 plus the upgrade of an existing transfer pump station to the north east of Folkestone. In addition to this work there is the requirement for a number of resilience infrastructure projects to increase the connectivity of the strategic network and mitigate the potential loss of supply to the proposed large development.
- 1.8km of a large diameter pipeline (likely to be 500mm internal diameter) to the north of the M20/HS1 transport links to provide the water supply for a total of 6,000 properties by 2036/37.
- 4.1km of a large diameter pipeline (likely to be 500mm internal diameter) either side or underneath the M20/HS2 transport links to provide the water supply to 10,000 properties, the likely completion of these properties to be confirmed.

7.13 Affinity Water also responded to Folkestone & Hythe District Council on the Regulation 18 version of the Core Strategy Review which was the subject of consultation between March and May 2018 with the below passage of text in respect of potable water supply:

'Planned growth to the region (to specifically include Folkestone and Hythe District and assigned growth within the emerging Core Strategy Review Local Plan to 2037 and the Places and Policies Local Plan to 2031) to 2080 is catered for in our Water Resources Management Plan 2019. This water resources management plan sets out how we will balance supply and demand over this period. In that time our supply resource in our WRZ7 will not change significantly.'

Future demand is based on new property growth as provided from local plans (to 2045) and modelled thereafter. We forecast that occupancy rates will reduce with overall per property consumption reduction. Individual consumption will increase as occupancy rates decrease and will need further schemes to encourage further reductions in potable water use.

There is a current small surplus in resources and the water resources management plan puts in measures to maintain this.

We currently utilise two minor imports from South East Water and Southern Water for emergency purposes. There is no requirement to increase these imports and to make them part of our resource base.

Our water resources planning is at zonal level. There will be the requirement to transfer water internally to meet the local development needs. Following on from our draft plan (WRMP19) we will be publishing a revised draft for further consultation in Spring 2019.'

7.14 Importantly, Affinity Water has confirmed that planned growth within the region to 2080, and specifically to incorporate growth across Folkestone & Hythe District as set out in the emerging Core Strategy Review Local Plan to 2037, has been accounted for within their Water Resources Management Plan 2019.

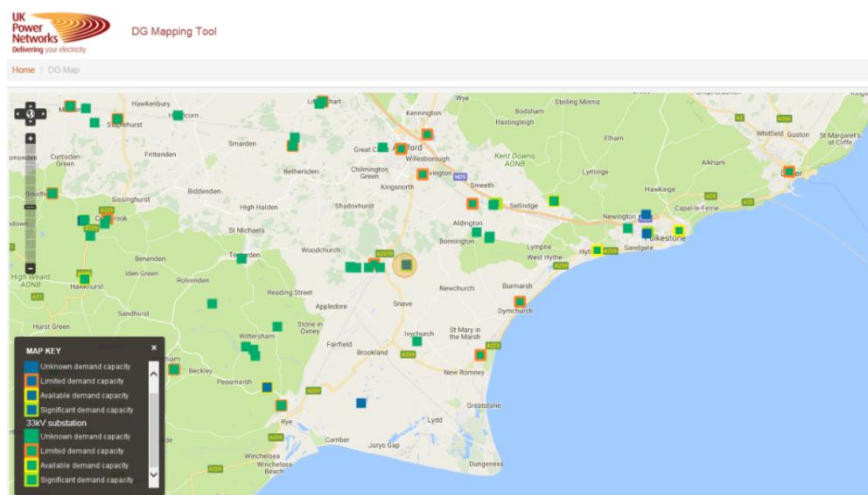
Gas

- 7.15 Gas is delivered through seven reception points into the United Kingdom and distributed through a National Transmission System (NTS). National Grid is responsible for the NTS which covers the whole of Great Britain.
- 7.16 National Grid has reported that, at present, there are no areas of Folkestone & Hythe District that are likely to require additional gas infrastructure to accommodate the proposed levels of growth. However, as the National Grid connections process works on a first-come, first-served basis, there is no guarantee that this capacity will still be available at the time an official connections request is sent in.
- 7.17 Gas supplies are funded by developers and National Grid. When a request for a supply is received, developers are quoted a Connection Charge. If the connection requires reinforcement of the network then a Reinforcement Charge may also be applied. The apportioning of reinforcement costs are split between the developer and National Grid, depending on the results of a costing exercise internally. These are site-specific costs so there would be no call on external funding sources.
- 7.18 National Grid have confirmed that network developments to provide supplies to the local gas distribution network are as a result of overall regional demand growth rather than site specific developments.
- 7.19 In the UK, gas leaves the transmission system and enters the distribution networks at high pressure. It is then transported through a number of reducing pressure tiers until it is finally delivered to consumers. There are eight regional distribution networks, four of which are owned by National Grid. The gas distributor for Folkestone & Hythe is Southern Gas Networks (SGN).
- 7.20 The strategic infrastructure cost assumptions as prepared by the site promoters of the garden settlement includes a breakdown of cost according to three items, as follows:
- GAS - 'builder's work in connection' (BWIC) to on-site highways
 - GAS – Diversions
 - GAS - Reinforcement [reduced allowance based on electric scheme -awaiting scope details]
- 7.21 The gas reinforcement represents the greatest capital outlay, and the profiling assumes gas network reinforcement in Phase 2A and again in 2027. At the time of writing the costings have not been 'sense'-checked' by UKPN and/or the District Council's appointed Chartered Surveyors, and so they should be treated as preliminary.

Electricity

- 7.22 Electricity is generated from power stations and transmitted through a national network of electricity lines operating at 275kV and 400kV before connecting to local networks owned by distribution companies. UK Power Networks (UKPN) is the appointed distribution company for Folkestone & Hythe district.
- 7.23 Electricity provision across the District is supplied from the National Grid transmission system to UK Power Networks at 33kV and 132kV. Their Grid and Primary sub-stations supply the towns and villages at 33kV and within the catchments, via smaller sub-stations and a network of underground cables, at 11kV.

Figure 7.2. Existing electricity substations serving Folkestone & Hythe District



Source: UK Power Networks

7.24 The total demand for the Folkestone & Hythe District area is provided via the primaries referenced below. Primaries supplied from 009120 Folkestone Grid 132kV and 33kV are:

- 008660 Folkestone East 33/11kV
- 008421 Hythe Main 33/11kV
- 009320 Morehall 132/11kV

7.25 Primaries supplied from 009162 Sellindge Local 33kV are:

- 008393 Dymchurch 33/11kV
- 008492 Stanford 33/11kV
- 008485 Smeeth 33/11kV

7.26 Primaries supplied from 009143 Ruckinge Grid 33kV are:

- 008469 Romney Warren 33/11kV
- 008507 Warehorne 33/11kV

Recent or Planned Future Upgrades

7.27 Major works that have recently been completed include:

- **Folkestone Grid (Morehall) 132/11kV – Replace GT1A and GT2A:**
 - The two 30MVA, 132/11kV transformers were replaced with 60MVA units, due to poor condition. This resulted in doubling the firm capacity at the site, as well as improving network reliability.

7.28 As Folkestone & Hythe is a coastal district, any equipment will be subject to the corrosive actions of the sea air. UK Power Networks have a number of forthcoming projects to renew the deteriorating equipment and conductors. There are a few projects in the programme with scope to provide more network capacity at sites which are heavily loaded. The following major works are scheduled to take place within the Folkestone & Hythe District and complete by the end of the ED1 period (April 2015- March 2023):

- **Stanford 33/11kV – Retrofit 11kV Switchgear:**

- It is proposed to retrofit all 8 oil circuit breakers with vacuum circuit breakers due to its age and condition. Planned: 2017-2018.
- **Smeeth 33/11kV Reinforcement:**
 - The predicted load at Smeeth 33kV/11kV will exceed the existing rating of the associated transformer circuits. Therefore, it is proposed to replace the existing 5MVA, 33/11kV transformer with 7.5/15MVA unit and add another 33/11kV transformer of the same size. Planned: 2019-2021.
- **Romney Warren 33/11kV Reinforcement:**
 - The predicted load at Romney Warren 33kV/11kV will exceed the existing rating of the associated transformers. In addition to this, the existing 11kV switchgear is in poor condition, which will become operationally unacceptable. Therefore, it is proposed to replace the existing 10MVA transformers with 12/24MVA transformers and replace the 11kV switchboard. Planned: 2018-2019

7.29 In addition to the above projects, other projects are scheduled to take place during the ED1 regulatory period, such as replace 33kV wood poles, refurbish a number of transformers, equipment or the overhead conductors and install condition monitoring equipment, which are not listed, but will improve the overall condition and the reliability of the network. UKPN are continuously monitoring the demand and the condition of their assets, which might create a need for reinforcement at sites that are not in the current programme.

Needs

7.30 UKPN have advised that for all larger sites which yield in excess of 50 dwellings there is likely to be a need for a new secondary sub-station provided on site. This would be on a 5m x 4m plot and would contain an 11,000/400 volt transformer plus a switch or switches. Such sub-stations are required where an existing sub-station is either too far from the new development or does not have sufficient capacity to supply it. The new sub-station would normally just supply the new development but could also connect to the surrounding electricity network to provide an alternative means of supply in the event of a fault on the network.

7.31 UKPN have clarified that for the employment land, without an idea of loadings or demand required (based on the types of users by use class), it is not possible to assess the capacity constraints within the network. This assessment will need to be carried out in due course.

Costs and funding

7.32 The allocation of costs for future reinforcement is a complicated mechanism as UKPN is not permitted by its licence conditions to invest ahead of need or for speculative developments. When reinforcement is required the cost for reinforcement and possibly connections is passed to the developer making the request for the new demand. They may receive some funding from the regulatory income UKPN has from OfGEM where existing assets are reinforced/replaced.

7.33 An on-going challenge for the industry is that estimating the cost of works more than a few years in advance is also likely to be inaccurate and unreliable as the network evolves and changes as a matter of course. Costs and estimates for connections and reinforcement would need to go through UKPN's commercial department having received an application first.

7.34 In 2015, the cost of providing for the required infrastructure has been estimated at approximately £1,000 per dwelling, in addition to the cost of the 11kV network extension or diversion where required. The cost of providing an on-site substation to serve the larger sites

is an additional item, with the total cost estimated in 2015 to be in the region of £50,000, depending on the load requested by the developer. Such costs would be covered solely by the developer.

- 7.35 It should be noted that schemes coming forward after 2020 may have different charging strategies and policies as directed by OfGEM.

Delivery and timing

- 7.36 Site specific connections and the necessary supporting infrastructure must be provided as part of the early construction phases. This is the responsibility of the developer to provide in conjunction with UKPN. Therefore, no other funding is required.

8. TRANSPORT

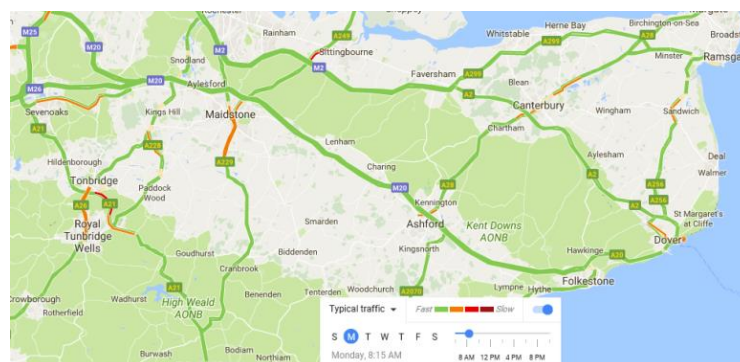
Introduction

- 8.1 The road network across the District comprises a series of local A and B class route roads radiating out of the urban areas with connections to the higher level trunk and strategic A-roads. The M20/A20 corridor traverses the District and provides onward connections to Dover and the continent to the east and west Kent/Greater London to the west. Folkestone, as the principal urban centre, benefits from excellent access to the strategic road network via junctions 12 and 13 of the M20. Similarly, urban centres proximate to J11 of the M20, to include Sellindge and Hythe, are provided with excellent connectivity to the strategic road network. Public transport services (bus) serve the principal settlements across the District, and these routes converge on Folkestone as the principal ‘hub’ location. Predictably, the rural areas of the District are reliant on the car, and in the main have higher levels of car ownership.
- 8.2 The District is served by mainline rail services at four stations, namely Folkestone Central, Folkestone West, Sandling and Westenhanger, providing direct connections to Dover to the east and Ashford (and beyond) to the north-west. All four stations also provide direct rail access into London, to London Bridge, Cannon Street (during peak hours), Waterloo East and Charing Cross, via Ashford and Tonbridge.
- 8.3 Folkestone Central and Folkestone West stations also offer direct services into London, at Stratford (with onward connections to the Elizabeth Line) and St Pancras. The High Speed service provides a connection between Folkestone and London St Pancras in under an hour, offering a potential saving of 44 minutes over conventional mainline rail services.

Traffic conditions during peak periods

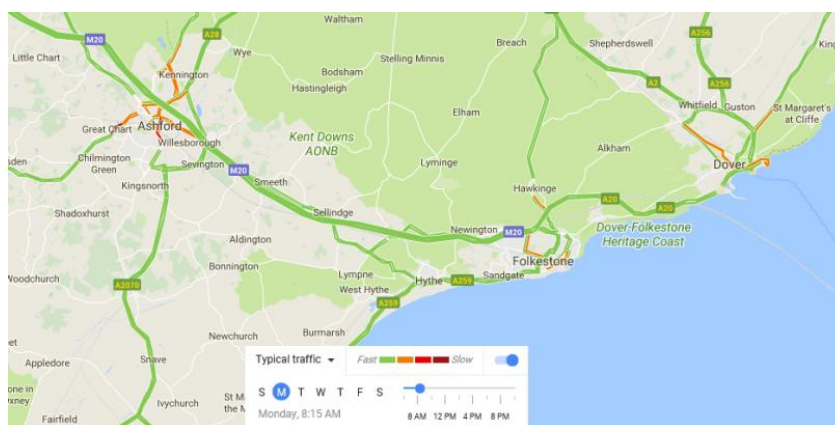
- 8.4 The transport network across Folkestone & Hythe District, and particularly Folkestone as the largest urban area, is not subject to similar levels of congestion experienced in relation to other principal settlements across Kent. As shown in Figure 8.1, which is a screen capture of typical traffic levels across Kent on a Monday morning at 08:00 during school term time, and is representative of the peak period, it is the settlements of Sevenoaks, Tunbridge Wells, Maidstone, Ashford, Canterbury and Dover that experience slower traffic conditions on key routes into the named urban centres.

Figure 8.1. ‘Typical’ traffic levels and congestion across Kent (Monday 08:00)



8.5 By comparison, traffic flows on roads in/around Folkestone are far more ‘free-flowing’. The ‘typical traffic’ tool represents conditions within a defined area of interest, and so when the user focuses more locally on a specific settlement/area, as per Figures 8.2 and 8.3, the traffic conditions change to reflect the conditions within a more concentrated area of search. The traffic data is generated through use of ‘real time’ data sourced from Bluetooth devices (mobile ‘phones and in-car devices) and provides an output on average speed as opposed to journey time delay.

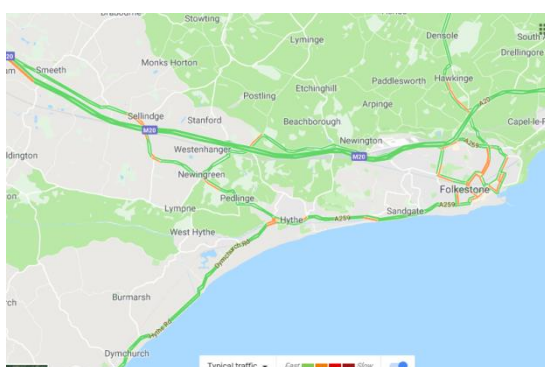
Figure 8.2. ‘Typical’ traffic levels and congestion across Folkestone & Hythe, Dover and Ashford (Monday 08:00)



8.6 The spatial extent represented within Figure 8.2 is focused on Ashford, Dover and Folkestone, and shows that principal routes serving the these towns are subject to traffic speeds that are moderated by local congestion (scale 2 of 4 on the traffic tool for Folkestone routes), but again the degree of delay is minimal when compared to what is more typical of more congested urban road networks.

8.7 A snapshot of ‘typical’ traffic conditions across the eastern extent of Folkestone & Hythe district highlights sections of the local road network that are subject to moderated traffic speeds during the morning peak period. However, the interpretation of the output needs to be tempered with the acknowledgement that not all sections of the highway network coloured orange are the product of network delay – for example the alignment/gradient of a local route could serve to restrict local vehicle speeds.

Figure 8.3. ‘Typical’ traffic levels and congestion across the east Folkestone & Hythe area (Tuesday 08:00)



- 8.9 Traffic modelling undertaken to inform the now adopted Core Strategy (2013) concluded that a number of links and junctions were operating at either close to capacity or over capacity at peak times. The modelling showed that development would add pressure to the transport network and measures would be required to help mitigate the impact.
- 8.10 The 2011 Transport Strategy findings informed the content of the draft 2015 IDP, and a number of highway projects are cited as either critical or necessary infrastructure. The critical highway projects are listed below:
- The A20/A260 junction
 - Cheriton High Street A20/spur towards M20 J12
 - Newingreen – A20/A261/Stone Street junction
 - Scanlons Bridge – A261/A259 junction
 - New Romney A259/B2071 junction
 - Folkestone Seafront priority connections (upgrades to The Tram Road and Tontine Street)
 - Bus network enhancements (associated with major sites)
- 8.11 In the time since the publication of the draft IDP in 2015 a number of S106 Agreements have been signed, thereby securing the legal requirement for the delivery of a major site to deliver a critical piece of highway infrastructure. Noteworthy examples include the requirement for the two broad location sites in New Romney to make S106 contributions to KCC to implement an improvement to the New Romney A259/B2071 junction; the promoter of the Shorncliffe Garrison site to deliver the off-site highway improvement at Cheriton High Street A20/spur towards M20 J12; and bus network enhancements that are to come forward in conjunction with the build out of the Shorncliffe Garrison scheme. The timescales for the improvements to be implemented is dictated by the agreed trigger points, which is important to understand because the timing of a highway improvement is directly linked to the point in time when the network will be under a degree of stress to warrant a scheme of mitigation.
- 8.12 Works to improve the capacity of Scanlons Bridge gyratory were completed in 2016 as required in accordance with the S106 agreement for Nickolls Quarry (linked to the number of completions). Similarly, works have been completed to make The Tram Road, Folkestone two-way movements for all vehicles, and Tontine Street now facilitates two-way movements for buses only.

Table 8.1. Highway improvement schemes listed as “critical or necessary infrastructure” within 2015 IDP (2018 update)

Highway improvement scheme	Site(s) with which improvement is required / network improvement	Status in April 2018
Cheriton High Street A20/spur towards M20 J12	Works to be undertaken by Taylor Wimpey in association with the Shorncliffe Garrison site	TBC
Newingreen – A20/A261/Stone	S106 monies secured against Nickolls Quarry, with payment	KCC have prepared an outline design for a signal-controlled junction. However, there are believed to be

Street junction	made in 2015. S106 money to part-fund a network capacity issue	issues over deliverability of a comprehensive scheme owing to the route of a fibre optic cable. The recently approved scheme for 162 units in Sellindge will result in the implementation of a flaring improvement on the A261 arm of this junction as an interim measure. It is envisaged that a more comprehensive junction improvement scheme might be brought forward as part of early phases of the Otterpool Park development, subject to further clarification over the next 18 months.
The A20/A260 junction	Network issue. Highways England have advised that the junction is not required to be upgraded in conjunction with sites proposed to be allocated in the PPLP	Continue to monitor the impact of future development sites on this junction as reported in Transport Assessments. KCC/FHDC and HE to work together to consider how the junction could be improved. Funding streams for design work to be carried out to be explored
Scanlons Bridge – A261/A259 junction	S106 monies secured against Nickolls Quarry	Scheme upgrade implemented in 2016
New Romney A259/B2071 junction	S106 monies secured against the two 'broad location' sites in New Romney	Only one of the two S106 legal agreements has been signed. KCC will only bring forward the highway improvement scheme once they have funding committed from both sites that make up the broad location. KCC will not forward-fund the work as it is not a corporate priority to do so. There is currently no timetable for implementation.
Folkestone Seafront priority connections (upgrades to The Tram Road and Tontine Street)	S106 funding secured against the Folkestone Seafront site for improvements to Tontine Street. LTP funding used to fund improvements to The Tram Road	Tontine Street was improved in 2016. The Tram Road was made two-way working in 2016.
Bus network enhancements (associated with major sites)	<p>The Shorncliffe Garrison residential scheme is to provide "kick-start" funding to facilitate the following public transport improvements</p> <p>New bus route form Hythe to Folkestone West Rail Station</p> <p>Diverted bus route 71/72/73 from Church Road to Royal Military Avenue, North Road and Pond Hill Lane</p> <p>Long-term improvements to bus route 77 operating along Royal Military Avenue and North Road</p> <p>It is understood that Stagecoach, the principal provider of public transport services in East Kent, will look to route diverted services to call at the Folkestone Seafront site once a critical mass of population has been reached</p>	<p>Prior to commencement of phase 2c of the development</p> <p>Prior to commencement of phase 3 of the development</p> <p>Prior to commencement of Phase 4 of the development</p>

Recommendations of the Folkestone & Hythe Transport Model update (November 2017)

- 8.13 The Folkestone & Hythe Transport Model has been updated by consultants AECOM following liaison with FHDC, specifically in relation to development information, as well as officers of KCC and Highways England (HE). Following completion of the model update, junction capacity assessments have been undertaken and a summary of results have been presented in the form of 'RAG' scores. Based on these scores and through interpretation of the modelling results, junctions which may require mitigation measures have been identified.
- 8.14 The main findings of the junction capacity assessment within the study area of the garden settlement and Sellindge are as follows:
- Junction ID 20 - A20 Ashford Road / Swan Lane: This is a priority junction, with traffic on Swan Lane giving way to traffic on the A20 Ashford Road. The junction is predicted to operate within capacity in all scenarios.
 - Junction ID 22 - Ashford Road / Sandling Road: This is a priority junction, with traffic on Sandling Road giving way to traffic on the A20 Ashford Road. The junction is predicted to operate within capacity in all scenarios.
 - Junction ID 23 - A20 Ashford Road / B2067: This is a three-arm signalised junction, which is predicted to operate within capacity in all assessment scenarios except the 2037 DS CSR scenarios, when all approaches are predicted to be operating over capacity. Mitigation may therefore need to be investigated for the 2037 CSR scenarios.
 - Junction ID 24 - A20 roundabout south of M20: This is a two-arm roundabout approximately 270m to the south of Junction 11 of the M20 Motorway. The junction is predicted to operate within capacity in all assessment scenarios except the 2037 DS CSR scenarios. Mitigation may therefore need to be investigated for the 2037 CSR scenarios.
 - Junction IDs 25 & 26 - A20 / A261 Hythe Road / Stone Street: This junction complex comprises two priority junctions in close proximity, with the A261 Hythe Road and Stone Street both giving way to the A20. The Hythe Road junction is predicted to operate over capacity in all assessment scenarios, whilst the Stone Street junction is predicted to operate over capacity from the 2031 DM scenario onwards. Mitigation may therefore need to be investigated in the near term, and it is understood that a scheme may be in development. It is understood that KCC has been investigating an improvement scheme for this junction to introduce extended flares.
 - Junction ID 27 - B2067 Aldington Road / B2067 Otterpool Lane: This is a priority junction, with traffic on Otterpool Lane giving way to Aldington Road traffic. The junction is predicted to operate within capacity in all scenarios.
 - Junction ID 28 - Aldington Road / Stone Street: This is a priority junction, with Stone Street traffic giving way to Aldington Road. This junction operates within capacity until the 2037 DS CSR scenarios. Mitigation may therefore need to be investigated for the 2037 CSR scenarios.
 - Junction ID 29 - Aldington Road / Lympne Hill: This is a priority junction, with Lympne Hill traffic giving way to Aldington Road traffic. The junction is predicted to operate within capacity in the 2017 Base and 2031 DM scenarios. In the 2031 DS PPLP and 2037 DM scenarios, the junction is predicted to be operating beyond its ideal capacity

but within its theoretical capacity. In the 2037 DS CSR scenarios, the junction is predicted to be over capacity. Mitigation may therefore need to be investigated for the 2031 DS PPLP scenario and specifically for the 2037 DS CSR scenarios.

- Junction ID 33 - Station Road / A259 East Street / A259 Prospect Road: This is a four-arm roundabout junction, which is predicted to experience capacity issues in all assessment scenarios. Specifically, queues and delays are predicted to occur on the A259 Prospect Road approach to the junction. Mitigation may therefore need to be investigated.
- Junction ID 21 is a Highways England junction and is examined in a dedicated section later in the AECOM note

8.15 The results of the AECOM modelling work has been shared with the Transport Consultants working on behalf of the site promoters on the proposed Garden Settlement. The Transport Assessment that will need to evidence the impact of the proposed Garden Settlement on the surrounding highway network and will have to appropriately identify those highway junctions that will be the subject of improvement in order to mitigate the impact of development at the garden settlement. The precise details of what parts of the highway network will need to be upgraded and what scheme(s) of mitigation shall involve will need to be agreed between the Transport Consultant on behalf of the site promoters and Highways England and Kent County Council, subject to what part of the network each scheme relates to, i.e. strategic versus local highway network.

Table 8.2. Garden Settlement / Sellindge area junction results to 2037

ID	Junction	Worst Peak RAG Score					
		2017 Base	2031 DM	2031 DS PPLP	2037 DM	2037 DS CSR 6500	2037 DS CSR 8000
20	A20 Ashford Road / Swan Lane	G	G	G	G	G	G
21	M20 / A20 / B2068 Roundabout	G	G	G	G	R	R
22	Ashford Road / Sandling Road	G	G	G	G	G	G
23	A20 Ashford Road / B2067	G	G	G	G	R	R
24	A20 roundabout south of M20	G	G	G	G	R	R
25	A20 / A261 Hythe Road	A	R	R	R	R	R
26	A20 / Stone Street	G	R	R	R	R	R
27	B2067 Aldington Road / B2067 Otterpool Lane	G	G	G	G	G	G
28	Aldington Road / Stone Street	G	G	G	G	R	R
29	Aldington Road / Lympe Hill	G	G	A	A	R	R
30	A261 London Road / A259 Military Road / A259 Scarlons Bridge*	-	-	-	-	-	-
31	A259 Scarlons Bridge / A259 Dymchurch Road*	-	-	-	-	-	-
32	A259 Military Road / A259 Rampart Road / A259 Dymchurch Road*	-	-	-	-	-	-
33	Station Road / A259 East Street / A259 Prospect Road	A	R	R	R	R	R

*Traffic flow information not available.

Walking and cycling

8.16 The basic walking network is provided by footways parallel to the road network. However in the rural areas this network can be fragmented. In the urban areas a number of public open spaces provide traffic free routes which are shared with cyclists. The larger urban centres of Folkestone and Hythe benefit from existing cycle infrastructure, however there are few clearly defined routes.

- 8.17 There is an existing signed cycle route between Folkestone and Hythe, but for some of its length the routing could be improved, and there is no official route linking the coastal towns further west. However, with the completion of sea defence work, first between Folkestone and Sandgate, and more recently between Hythe Ranges and St Mary's Bay, an ideal, largely traffic-free, route has come into existence for most of the way between Folkestone and Littlestone, albeit unofficially.
- 8.18 Cycling levels in the District are around the mid-point for Kent, and the propensity to cycle within the District is reasonable, thus suggesting that it is possible that improved cycling facilities and encouragement of cycling will lead to a great uptake in the number of people cycling.
- 8.19 The existing cycle network does not encourage or support short local trips by bicycle, while cycle access to the railway stations within the District is limited, with only Folkestone having a clearly defined route from the south and west to serve both railway stations. It is recognised that Folkestone West is better served by existing signed routes than Folkestone Central.
- 8.20 The key issues of the walking cycle network, which affects the level of use include:
- Inconsistency and quality of route
 - Attractiveness and directness of route
 - Perceived safety either through high traffic volumes and the sharing of routes
 - Dominance of traffic especially through high volumes in the urban area
 - Crossings of major roads and railway
 - Lack of priority over other road users in key locations
 - Lack of continuity in the rural areas

Recent/planned improvements to the District's cycle network

- 8.21 There are a number of cycle projects across the District that have recently been fully implemented, or are part way through implementation of a multi-phase project. Details of the projects in question are provided below.

Harvey Grammar to Earl's Avenue cycle route (completed)

- 8.22 In spring 2018 Kent County Council delivered a new shared pedestrian/cycle route from the Harvey Grammar School through to Earl's Avenue including a toucan crossing point on Cheriton Road.

The proposed Cinque Ports Cycleway (being implemented)

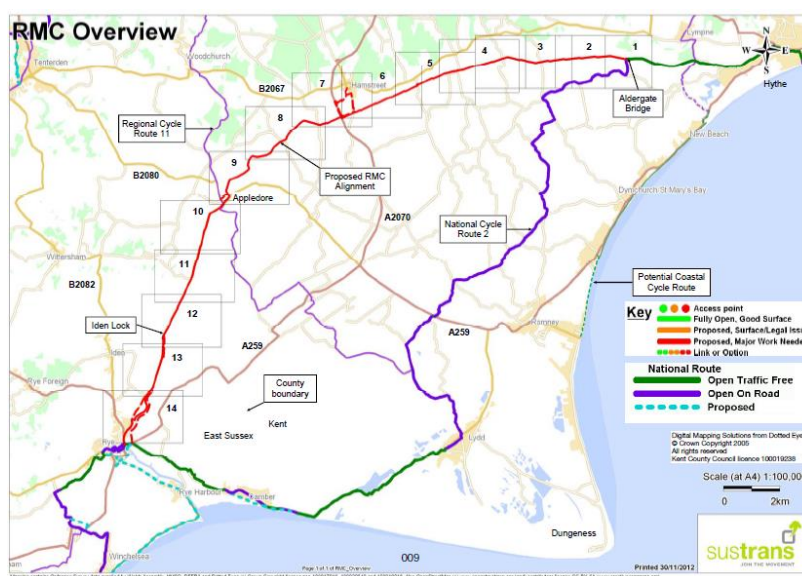
- 8.23 Cycle Shepway prepared a study titled 'Draft study of the proposed Cinque Ports Cycleway' (January 2013) which investigates the potential for a cycle route to run the length of the District's coastline from Folkestone Harbour to Dungeness and then inland to Lydd. The conclusions drawn were that the route would be advantageous to residents, businesses and visitors, and could be implemented at a relatively low cost, and the route would pass within 2km of approximately 80,000 people, which represents 75% of the population of Folkestone & Hythe.

- 8.24 The objective of the Cinque Ports Cycle Route is to link Folkestone seafront to Lydd ('Cinque Ports Cycleway'), and also provide links to National Cycle Route (NCR) 2 as well as local routes along the Royal Military Canal and Romney Marsh. Implementation of the Cinque Ports Cycleway will improve cycle links between smaller coastal towns and Folkestone.
- 8.25 The proposed cycle route will connect with the existing National Cycle Network at Folkestone, Hythe and Lydd, as well as with the proposed Military Canal path and routes inland to Ashford and the Elham Valley. The coastal path, together with the National Route 2, and the quiet lanes of the Marsh, would allow cyclists to make a variety of circular tours, which are more popular with leisure cyclists than 'out and back' trips.

Royal Military Canal Proposed Greenway (aspirational project)

- 8.26 Officers of the District Council maintain regular dialogue with officers of neighbouring authorities, and discussions relating to the Department for Transport (DfT) Local Cycling and Walking Infrastructure Plan (LCWIP) study highlighted there are shared objectives concerning the Royal Military Canal Greenway project that Ashford Borough Council are leading on, for which the objective is to create a path/cycleway, now referred to by the participating partners as a (Shared Use) Greenway, along the Royal Military Canal (RMC). A map view to show the extent of the proposed route is shown in Figure 8.4.
- 8.27 Sections 1 and 2 of the greenway project fall within Folkestone & Hythe District, equating to some 3.1 km, comprising a 1200 metre length of 2.5m wide shared-use canal path between Aldergate Bridge to Honeypot Cottage (section 1) and a 1900m length of 4.5m wide private road between Honeypot Cottage to Gigger's Green Bridge (section 2). The District Council proposes to include the sections of the Greenway project within the Folkestone & Hythe district administrative area as a possible CIL project.

Figure 8.4. Map view of the Royal Military Canal greenway scheme



8.28 In September 2017 it was confirmed that Folkestone & Hythe District Council had been successful in its bid for technical support from the Department for Transport (DfT) to prepare a Local Cycling and Walking Infrastructure Plan (LCWIP) for the District. The work commenced in September 2018, and the technical support provided by the DfT will equip the District Council with the tools and knowledge to prepare a LCWIP for the District. Specifically, the output of the LCWIP work is expected to identify the precise infrastructure needs to maximise opportunities for cycling and walking infrastructure and to ensure that movement and facilities are considered and integrated to reduce dependence on the private car. The recommendations of the LCWIP work could result in the definition of new walking and cycling routes, and it may be appropriate to include certain routes within a future revision of the IDP.

Provision for walking and cycling at the proposed Garden Settlement

8.29 At present land within the masterplan area for the proposed garden settlement is located in a rural setting and benefits from various public footpaths and byways located largely to the outskirts of the site, connecting residential areas with their surrounding areas. However, walking accessibility through the site is currently limited with many areas lacking a coherent network for pedestrians to navigate across the site and connect into external links.

8.30 To ensure every effort was made to maximise opportunities for walking and cycling at the North Downs Garden Settlement, and to secure improvements to the walking and cycling networks that either already connect with the garden settlement or have the potential to connect with the garden settlement through network extensions, in early 2018 the District Council commissioned consultants Mott MacDonald to undertake a walking and cycling study, to include a review/critique of the emerging Garden Settlement masterplan.

8.31 The study has reviewed similar recent and emerging developments, best practice and cases studies to show a range of conditions which enable the integration of walking and cycling into new developments. As drawn from the conclusions section of the *'Otterpool Park Garden Town, Kent Walking and Cycling Study (August 2018)*, features which have either been shown to encourage non-motorised travel or are being implemented as part of developments like Otterpool Park are:

- Segregated cycling provision adjacent to primary and secondary routes, with conditions suitable for on-carriageway cycling on tertiary streets. Footways of at least 2.0m in width for pedestrians;
- Direct, safe crossing points for pedestrians and cyclists at junctions, noting these groups may have differing needs. Pedestrian and cycle priority at crossings should be safe guarded through features such as raised tables and Copenhagen crossings;
- Streets should have low speeds, enforced by suitable geometry such as narrow carriageway widths and small junction radii;
- Supplementary provision for cycling such as cycle parking at transport interchanges and where commercially viable, a cycle hire or loan scheme; and
- Revenue/ promotional activities to promote a walking and cycling culture from the outset of new development.

8.32 The principal recommendation provided by Mott MacDonald is to review the existing design proposals to ensure that pedestrians and cycles are prioritised throughout each cross-section.

Particular focus should be given to how pedestrians and cycles will use the streetscapes and interact with vehicular traffic. We also recommend consolidating the number of cross-sections to create a clearer hierarchy of options with each cross-section designed for different user needs and street typologies.

8.33 Opportunities for cycling and walking connections to surrounding areas have also been examined. The geography of the site provides challenges, however there are a number of opportunities for improving connectivity for external walking and cycling journeys. These comprise:

- Improvements in cycle linkages to the Hythe area;
 - Improving the surfacing of the Old London Road byway to provide a direct link to Hythe via local lightly trafficked lanes and avoiding the use of the Newington Crossroads and the A261. Accompanying this would be an option to improve the footpath in the Orchard Valley residential estate to provide a connection with the Royal Military Canal
 - Connecting the proposed cycle route, north of Lympne village with an upgraded footpath that connects to Old London Road or improvements to signage to guide cyclists to quiet residential roads in Lympne
 - In conjunction with improvements to the A20 (see below), strengthen the connection to Castle Road via improved signage and undertaking an assessment of the condition of the connecting bridleway over the M20.

- Improvements in cycle linkages to the Folkestone area;
 - Assessment of the feasibility of introducing a parallel shared footway / cycleway along the A20 either as two uni-directional cycle lanes or a bi-directional cycle lane
 - Improvements to signage to encourage cyclists to use the parallel footpath to the south of the M20 to access Folkestone
 - Assess the feasibility of upgrading the parallel footpath to the south of the M20 to a shared footway / cycleway.

- Improvements to Westenhanger station and destinations to the north of the HS1 and M20 motorway;
 - This would involve improving the surface treatment of the existing footbridge over the HS1 line and M20 to encourage walking and cycling to settlements to the north of the M20 most notably Stanford and Sellindge.

- Connections between the internal road network and surrounding public rights of way. Key locations include:
 - The public rights of way which run directly south of the HS1 line
 - Connections across Stone Street
 - Connections to the HE281 PROW which runs south east from Westenhanger village and through the proposed local centre (with an additional option to be considered in the form of HE293 PROW)

– Connections to Harringe Lane and the western end of Otterpool Park.

Public transport

Buses

8.34 Stagecoach in East Kent and East Sussex is the principal commercial bus operator to run services in Folkestone & Hythe District. Rural public transport is in the main served by inter-urban routes, e.g. Hythe to Canterbury (via Hawkinge and Densole), Folkestone to Ashford (via Sellindge), Lydd to Dover (via New Romney and Dymchurch) and Folkestone to Canterbury (via Etchinghill, Lyminge and Elham), etc, with routes following the main roads, at hourly frequencies with more frequent services on certain routes. A timetable of bus services is presented as Table 8.2.

Table 8.2. Bus services in Folkestone & Hythe District

Bus Services in Shepway District								
Service	Route Description	Monday to Friday		Saturday		Sunday		Operator
		Daytime	Evening	Daytime	Evening	Daytime	Evening	
10/10A	Folkestone - Sandgate - Hythe - Sellindge - Ashford (for Maidstone)	30 mins	–	30 mins	–	4 jys	–	BK
11	Lydd - Lydd-on-Sea - New Romney - Branzett - Hamstreet - Ashford - William Harvey Hospital	hourly	–	90 mins	–	–	–	BK
11A	Lydd - Lydd-on-Sea - New Romney - Newchurch - Blisington - Hamstreet - Ashford - William Harvey Hospital	3 jys	–	3 jys	–	–	–	BK
11B	Lydd - Lydd-on-Sea - New Romney - Branzett - Applodre - Hamstreet - Ashford - William Harvey Hospital	1 jny	–	1 jny	–	–	–	BK
16/16A/19	Hythe - Sandgate - Folkestone - Hawkinge - Densole - Denton - Canterbury * From Folkestone, Hythe every 30 minutes	15 mins*	hourly	15 mins*	hourly	hourly	–	BK
17	Folkestone - Cheriton - Etchinghill - Lyminge - Bham - Barham - Bridge - Canterbury	hourly	2 hourly	hourly	2 hourly	2 hourly	–	BK
18/18A	Hythe - Saltwood - Lyminge - Stalling Minnis - Bossingham - Lower Hardres - Canterbury	2½ hourly	–	2½ hourly	–	–	–	BK
71	Cheriton - Folkestone Town Centre - Crestway Down	15 mins	30 mins	15 mins	30 mins	30 mins (until 20:30)	–	BK
72	Cheriton - Folkestone Town Centre - East Cliff	30 mins	–	30 mins	–	30 mins	–	BK
73	Cheriton - Folkestone Town Centre - Park Farm - Hawkinge	30 mins	–	30 mins	–	–	–	BK
77	Folkestone Town Centre - Golden Valley - Shorncliffe	hourly	–	hourly	–	–	–	BK
78	Folkestone Town Centre - Golden Valley	hourly	–	hourly	–	–	–	BK
91	Folkestone - Alkham - Karmsey Abbey - Temple Ewell - Dover	2 hourly	–	4 jys	–	–	–	BK
100	Hastings - Rye - Cambar - Lydd	hourly	–	hourly	–	2 hourly	–	BK
101	Lydd - New Romney - Dymchurch - Hythe - Folkestone - Dover	30 mins	–	30 mins	–	hourly	–	BK
102	Lydd-on-Sea - New Romney - Dymchurch - Hythe - Folkestone - Dover	30 mins	hourly	30 mins	hourly	hourly	–	BK
111	Ashford - Aldington - Burmarsh - Folkestone	1 jny Thur	–	–	–	–	–	BK
127	Holywell Avenue - Downs Road - Town Centre - Broadway Village	30 mins	–	30 mins	–	–	–	BK
137	Folkestone Cooling Lane - Holywell Avenue	School	–	–	–	–	–	BK
138	Folkestone Cooling Lane - Hawkinge	School	–	–	–	–	–	BK
160	Folkestone - Cheriton - Seabrook - Hythe - Grebe Crescent	7 jys	–	6 jys	–	–	–	BK
971	Harvey Grammar School - Folkestone - Blackbull	School	–	–	–	–	–	BK
977	Folkestone - Folkestone Academy	School	–	–	–	–	–	BK
990	Greatstone-on-Sea - Dover	School	–	–	–	–	–	BK
992	Cheriton - Dover	School	–	–	–	–	–	BK
994	Folkestone Schools - West Hythe - Stanford	School	–	–	–	–	–	BK
A	Densole - Brockhill Park School	School	–	–	–	–	–	CC
D	Hill Road - Brockhill Park School	School	–	–	–	–	–	CC
021	London Victoria - Ashford - Folkestone - Dover							NX

Key: - Service supported by Kent County Council - Some journeys supported by Kent County Council Schools - Schooldays only

PLEASE NOTE: Services are subject to review from time to time and alterations may be introduced at any time. Every care has been taken in the compilation of the information contained in this guide but no liabilities can be accepted by Kent County Council or its Contractor for any inaccuracies or omissions.

8.35 A map of public transport routes (buses) serving the District is presented under Figure 8.5.

Figure 8.5. Public transport map (bus routes) of Folkestone & Hythe District



Service enhancements secured from new development

- 8.36 Recent decisions on major planning applications have secured improvements to the public transport network, both in terms of capital funding for the implementation of physical infrastructure enhancements and revenue support for service frequency enhancements and/or service extensions. Noteworthy improvements include the provision of two-way movements for buses along Tontine Street, which was a key piece of highway infrastructure secured as part of the Folkestone Seafrost approval. The Tontine Street scheme has opened up a critical surface link between Folkestone town centre and Folkestone Harbour via a direct link, replacing the previous service route via the historic one-way network.
- 8.37 Significant revenue funding amounting to £880,000 (index linked) has been secured against the Shorncliffe Garrison scheme to support a new bus route from Hythe to Folkestone West Railway Station (calling at the site) and long-term improvements to Bus Route 77 operating along Royal Military Avenue and North Road, as captured within Table 8.2 The scheme will also fund a diverted bus route (71/72/73) from Church Road to Royal Military Avenue, North Road and Pond Hill Lane to serve the residents of the development, once occupied.

Public transport (buses) to serve the proposed Garden Settlement

- 8.38 Although the existing site for Otterpool Park predominantly comprises agricultural land, there are in total 22 existing bus stops located within the study area. Bus stops are located on the strategic and local routes within the area, namely along the A20 Ashford Road, B2067 Aldington Road and Stone Street between Aldington Road and Ashford Road. Within the Otterpool Park area, bus services currently route along the A20 Barrow Hill/ Ashford Road, B2067 Otterpool Lane, Stone Street and Aldington Road.

8.39 The following range of walking distances in order to access a bus stop on foot for individuals without mobility impairment are set out by the Chartered Institution of Highways & Transportation :

- Desirable (400m);
- Acceptable (800m); and
- Preferred maximum (1.2km).

8.40 The 10/10A bus service provides a regular bus service between Folkestone and Ashford and has the highest frequency (hourly, Monday to Friday) of all the bus services in the Otterpool Park area. The 111 operates on a Thursday only, between Ashford and Folkestone via Aldington and Burmarsh. The 994 and 18A runs daily, once in the morning and returns in the afternoon, taking local children to and from schools in Folkestone and Canterbury and only operates on school days.

Rail services

8.41 Mainline rail services in Folkestone & Hythe are provided by Southeastern, who operate facilities at four stations, namely:

- Folkestone Central
- Folkestone West
- Sandling
- Westenhanger

8.42 All four of the railway stations in Folkestone & Hythe provide direct connections to Dover to the east and Ashford to the north-west. All four stations also provide direct rail access into London, to London Bridge, Cannon Street (during peak hours), Waterloo East and Charing Cross, via Ashford and Tonbridge.

8.43 Folkestone Central and Folkestone West stations also offer direct services into London, at Stratford (with onward connections to the Elizabeth Line) and St Pancras. The High Speed service provides a connection between Folkestone and London St Pancras in under an hour, offering a potential saving of 44 minutes over conventional mainline rail services.

8.44 The current franchise has been in place since April 2006 and was due to expire in December 2018. However, the Department for Transport (DfT) has announced an extension of the current franchise until the 22nd June 2019. The South Eastern rail franchise competition is part of a wider Rail Franchising Programme.

8.45 Folkestone & Hythe District Council has responded to the new franchise consultation, and the principal focus of the District Council's response is to ensure that further additional High Speed capacity is provided by the new Franchisee, to include:

- Folkestone & Hythe district to be served by two High Speed Services per hour throughout the day;

- During the course of the franchise period, High Speed Services to stop at Westenhanger station to serve the new Garden Town of Otterpool Park;
- Requirement for investment in an enhanced station building and supporting facilities at Westenhanger Station in advance of High Speed services commencing;
- Improvements in rolling stock to maximise line speed to reduce journey times to/from Folkestone & Hythe District to/from London (Stratford International and St Pancras);
- All High Speed Services capacity to be extended to 12 cars to meet increasing passenger number growth; and
- Network Rail to repower the East Kent Network to accommodate 12 car trains.

8.46 In November 2017 the DfT published the Invitation to Tender (ITT) document for the South Eastern Franchise. In reference to the request made by the District Council for a stop on the High Speed service to be introduced at Westenhanger the ITT clarifies:

“Bidders are not permitted to make a station stop at this station on any High Speed service that operates to or from STP (St Pancras)”

8.47 It is the clear interpretation, therefore, that Westenhanger station will not be served by High Speed services during the next franchise period. There may be opportunities in the following franchise period from 2027 onwards, and officers of the District Council shall work alongside the County Council and the site promoter(s) to make the case for Westenhanger station to be served by the High Speed service.

Rail services at the proposed Garden Settlement

8.48 Westenhanger Railway Station is located in the north-eastern corner of the proposed garden settlement masterplan area. The station is strategically located on the South-Eastern Railway Line connecting Ashford and Dover. All trains serving Westenhanger are operated by Southeastern. The station is currently unstaffed and facilities at the station are limited. There is no waiting room or cycle parking facilities and there is limited accessibility for the mobility impaired. A seated area and toilet are provided along with limited free car parking.

8.49 The provision of a new railway station building is a key component of the Garden Settlement, and in terms of timescales for delivery it is expected that a new building will be occupied within 10 years of commencement of development at the Garden Settlement. There is the prospect of a temporary station building to be erected to serve the Garden Settlement population as it begins to grow, and a temporary building could remain operational until such time that a permanent building is constructed and ready for occupation. Platform lengthening will also form part of a programme of station infrastructure improvements.

8.50 Table 8.3 provides a summary of key destinations and the frequency of services from Westenhanger station, which includes hourly (two trains an hour at certain times) southbound services into Folkestone. Northbound, there is an hourly service to Ashford, where high-speed Eurostar (HS1), as well as regular services to London, to include Stratford International and London St Pancras.

Table 8.3. Summary of Rail Services from Westenhanger Railway Station

Destination	Journey Time	Frequency (approx.)
Ashford International	9 minutes	30 minutes
Folkestone Central	11 minutes	30 minutes
Dover Priory	24 minutes	30 minutes
London Charing Cross	1 hour 33 minutes	30 minutes
Stratford International (with connections to Elizabeth Line)	42 minutes (and upwards)	30 minutes
London St Pancras (via Ashford International)	50 minutes (and upwards)	30 minutes

9 FLOODING

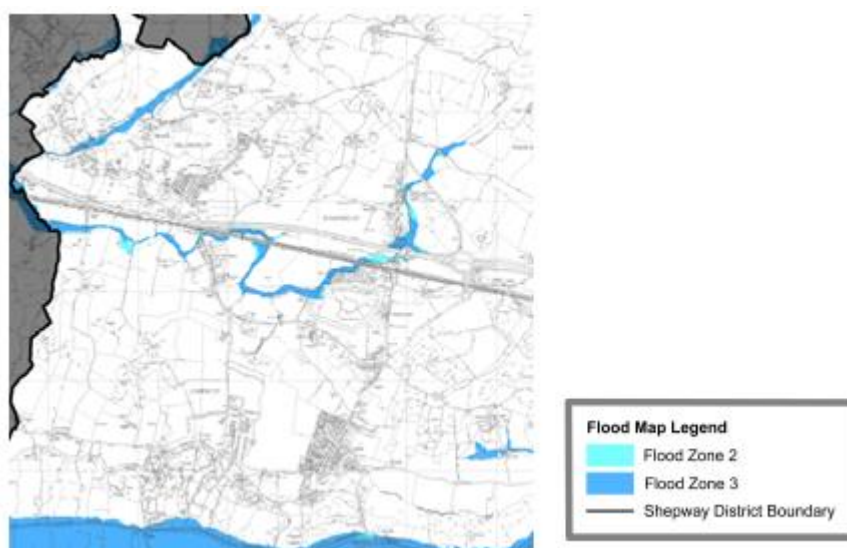
9.1 Folkestone & Hythe District Council works with key partners in planning local flood risk management works on minor watercourses, as well as working with the Lead Local Flood Authority (Kent County Council) and others to ensure that risks are effectively managed.

9.2 Regarding responsibilities:

- The Environment Agency is responsible for the management of flooding from main rivers;
- Kent County Council is responsible for the management of flooding from ordinary watercourses, surface water and ground water;
- Southern Water is responsible for managing sewer flooding; and
- Highway flooding is the responsibility of Kent Highways.

9.3 The East Stour River traverses the North Downs Garden Settlement in a west-east direction, and on towards Ashford where it joins the River Great Stour. The extent of Flood Zones 2 and 3 are presented in Figure 9.1, which is an extract sourced from the Shepway District Council Strategic Flood Risk Assessment report (July 2015). The significant proportion of the garden settlement site area is defined as Flood Zone 1 (low risk). The very modest areas of Flood Zones 2 and 3 are associated with the East Stour (fluvial).

Figure 9.1. Flood Risk Assessment for the North Downs Garden Settlement



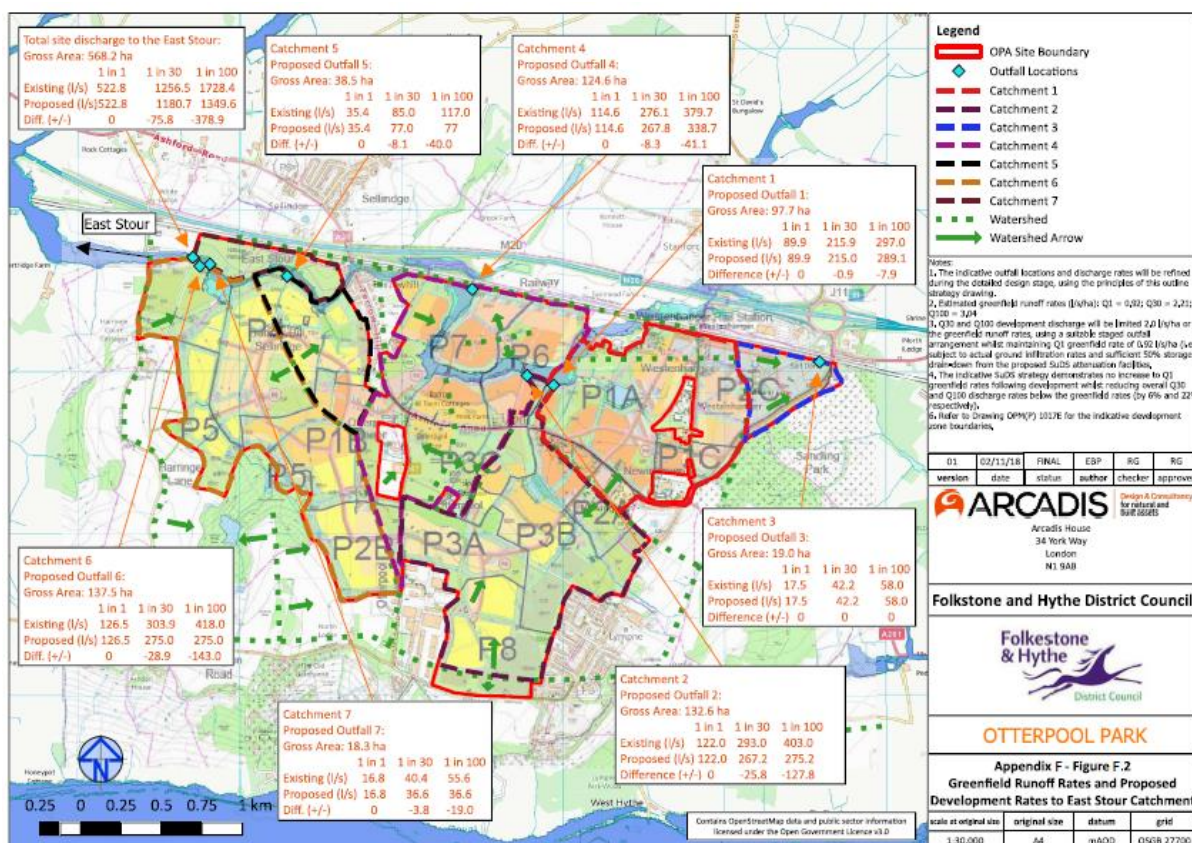
9.4 The surface water runoff from the existing site area of the proposed garden settlement drains into the East Stour through several small drainage tributaries, which finally leaves the site at the north-west boundary near the Harringe Lane under a culvert. The North-Lympne Watercourse and the Harringe Brook act as natural drains from the south-east and west areas of the site, respectively. A number of other culverts exist within and adjacent to the development area along the East Stour through the high speed railway track embankment, Folkestone Racecourse track and along Barrow Hill. A ditch network exists within the grounds of the Folkestone Racecourse which collects the surrounding surface water and conveys the runoff towards the retention pond within the centre of the network, prior to joining the East Stour. North Lympne Watercourse also receives site drainage from the southern parts and meets the East Stour downstream of racecourse ditch system.

9.5 There are no recorded historical flood events impacting the existing properties at the proposed Garden Town site itself. The Folkestone and Hythe Surface Water Management Plan

(SWMP) details the previous flooding incidents within the area of interest. Upon review of this SWMP, a fluvial flooding event is described to have taken place in 1996. This was mainly east of the area of study towards the West Hythe region. It was reported that this event was a 1 in 500 year event. There is no planned development in the surface water flow paths, which follow the corridors of the watercourses on the site. The areas at risk will be optimised to form blue/green corridors within the site. It is therefore considered that the risk of flooding from surface water is low. It is considered that the risk of flooding from groundwater is low. It is considered that the risk of flooding from artificial sources is low. It is considered that the risk of flooding from sewers is low.

9.6 In the context of reference being made to the rate of 2 l/s/ha as the default SuDS Manual for allowable discharge rate, the post development discharge rate will be lower than 2 l/s/ha in several areas of the site but some areas will discharge at 2 l/s/ha. Importantly, no site parts of the site will discharge > 2 l/s/ha. The overall net impact to the East Stour is reduction in peak flow rate for 1 in 30 and 1 in 100 as demonstrated in Figure 9.2, which shows the final discharge point. This shows the development will reduce the total discharge rate to East Stour by 75.8 l/s and 378.9 l/s for 1 in 30 and 1 in 100 events respectively.

Figure 9.2. Greenfield runoff rates and proposed development rates to the East Stour catchment



9.7 It is considered that the Otterpool Park Development is at low risk of flooding from the majority of sources, with the primary risks to the site arising from fluvial and surface water flooding. The mitigation measures proposed to ensure the development is safe for its lifetime.

10 WASTE

- 10.1 Management of municipal waste is a UK-wide challenge as both European and national legislation and policy seeks to deal with waste more sustainably and to reduce the amounts of waste being deposited into landfill. Waste is also increasingly seen as a resource that through recycling and treatment processes can be utilised.
- 10.2 Kent County Council is the Waste Disposal Authority (WDA) covering the 12 District/Borough/City authorities within the county and provides waste disposal infrastructure to ensure waste generated by households, and other wastes collected by Councils in Kent, is effectively managed. Folkestone & Hythe District Council is the Waste Collection Authority for the district and is responsible for the collection of this municipal waste. Municipal waste includes household waste and any other wastes collected by, or on behalf, of councils.
- 10.3 The delivery of local plans will increase residential development and bring about knock-on implications for waste management systems on a number of levels as the resultant population growth will lead to an increase in waste arisings which require handling and disposal.
- 10.4 The Kent Resource Partnership, comprising the 12 District/Borough/City authorities and Kent County Council) have developed the Kent Joint Municipal Waste Management Strategy (KJMWMS), the purpose of which is to set out how the Kent Resource Partnership intends to manage household waste arisings over the period 2007-2027.
- 10.5 There are currently two joint waste contracts in place across Kent which are designed to maximise efficiency as well as boost recycling services and recycling quality, providing the best value services for Kent residents. By working in partnership there are better opportunities for service optimisation, combined resources and service innovation. Making it easier for Kent residents to recycle will lead to inevitable improvements in both recycling quality and recycling targets.
- 10.6 The first joint waste contract, the East Kent Joint Waste Partnership, was established in 2011 between Folkestone & Hythe, Dover, Canterbury, Thanet and KCC.
- 10.7 During 2014/2015, 39,347 tonnes of household waste was collected in the District where nearly half (47.6%) of this was sent for recycling/composting/reuse. In comparison, during 2011/2012, 38,000 tonnes of household waste was collected where 27% of this waste was recycled and 17% composted (44.2% in total).

Needs

- 10.8 Waste Management completed an infrastructure review in 2017, to understand the impacts of the predicted population growth, up to 2030, on its network of Household Waste Recycling Centres (HWRCs) and Waste Transfer Stations (WTSs). This took account of projected population growth for each district and modelled which HWRC residents are most likely to use based on their location. It also accounted for which WTS kerbside collected waste would need to be delivered to.
- 10.9 At the time the initial review was undertaken, the population in Folkestone & Hythe was set to increase by 13.9% by 2033. There are two HWRCs in the District, Folkestone HWRC and New Romney HWRC. The review showed that Folkestone HWRC will be over-capacity by 2025. New Romney HWRC is a newer site opened in 2010, and is currently operating under-capacity, and based on population projections is set to remain under-capacity for the modelled period up to 2030. Dover WTS (where the majority of Folkestone & Hythe's kerbside collected waste is delivered) will also be over-capacity over the modelled period.

- 10.10 There is currently no potential to expand HWRC or WTS provision in the District. Kent County Council does not currently have access to the Capital funding needed to increase HWRC or WTS capacity within Folkestone & Hythe District to meet the needs of its projected population growth, but such funds would be expected to be provided through developer contributions.
- 10.11 The Kent and Medway Growth and Infrastructure Framework (GIF), developed in close collaboration with Medway and the 12 Kent district/borough/city councils, provides a framework not only for identifying and prioritising investment in infrastructure across Kent, but also for testing the impact of innovation in the way in which public services are provided. With an increase in population is an expected increase in waste generation. The GIF will help to inform the future provision of waste to understand where waste tonnages may change so that services can be provided where they are most needed.
- 10.12 The major waste treatment infrastructure currently in place for managing Local Authority Collected Municipal Waste has been equipped to accommodate the anticipated waste growth levels resulting from the proposed growth associated with the Places and Policies Local Plan and the Core Strategy Review. However, it is likely that pressure will be placed on the ancillary smaller-scale infrastructure, such as waste transfer stations, waste operational depots and the public-facing Recycling Centres for Household Waste (RCHW). These facilities, which provide local communities with access to waste disposal options for household-generated bulky waste are, by their very nature, required to be close to population centres and are therefore particularly vulnerable to medium and large-scale developments.
- 10.13 The development of the Kent Joint Municipal Waste Management Strategy (KJMWMS) was steered by the Kent Waste Forum (KWF) and covers the waste that the partner authorities are responsible for collecting, treating and disposing of. It includes waste collected from households, street sweepings, trade waste collections (where appropriate) and waste collected at Household Waste Recycling Centres (HWRCs). They are collectively called municipal solid waste. The Strategy does not deal with specific sites. Sites and related issues are being addressed through the Waste Local Development Framework (LDF).
- 10.14 The Municipal Waste Strategy is in the process of being updated and KCC is in consultation with the Kent districts, including Folkestone & Hythe. The Strategy will review current sites (smaller waste facilities and recycling centres for household waste) and may result in changes to their location, rationalisation, and/or increased capacity.
- 10.15 Early indications suggest that HWRC and WTS capacity across Kent, to include the east of the County covering Folkestone & Hythe District, will be strained moving forward. It is currently too early in the process for the County Council to advise what particular infrastructure requirements will be needed in each of the districts at the current time. However, KCC are to have continued dialogue and engagement with individual districts as specific infrastructure requirements are ascertained.
- 10.16 Kent County Council has advised that the planned level of growth at Sellindge and the Garden Town will have a significant impact on the Kent County Council waste infrastructure in the area. Growth of this scale will undoubtedly result in both the Folkestone Household Waste Recycling Centre (HWRC) and Dover Waste Transfer Station (WTS) not being able to cope with this increased level of throughput. Accordingly, Dover WTS and Folkestone HWRC are constrained by location and neither have the ability to be expanded. As a result, KCC Waste Management would require a new co-located HWRC and WTS in the locality in order to account for the growth. The experience of Kent County Council is that a development of this kind would cost in the region of £3.5 - £4 million to build, excluding the cost of land purchase, which would attract an industrial premium. There could also be the opportunity for KCC to work in partnership with Folkestone & Hythe District Council to consider the land at Ross Way depot, owned by Folkestone & Hythe District Council, for any future sites.

Funding

- 10.17 The challenge that KCC has as the Waste Disposal Authority is the ability to secure developer contribution funding i.e. S106 and CIL, to invest into the development of waste infrastructure because of increased housing growth and therefore demand on the service provided. However, the planning of a new Garden Town provides significant opportunities to deliver new waste infrastructure of the scale needed.
- 10.18 Kent County Council and Folkestone & Hythe District Council will continue to work closely together to carefully plan where they should take kerbside collected waste to in order to maximise rounds and minimise costs for both parties.

11 COMMUNITY AND CULTURAL

- 11.1 Community and cultural infrastructure helps to create, sustain and enliven communities. It ranges from purpose-built community facilities such as libraries, to allotments and community centres. Together these places support the activities which are required to help build community, foster a sense of place, meet the cultural and recreational needs of communities and promote community wellbeing.
- 11.2 Library services are provided by Kent County Council. Libraries and their provision is changing significantly. This is partly due to reducing budgets but also due to the growth of information technology and the population's needs of a core community information service.
- 11.3 A 2013 report by the Arts Council and Local Government Association set out the changing ways in which local residents use library facilities. The report drew upon best practice experience to outline ways in which communities are supporting and managing local library services. Library facilities in the district are also used for community-run events and activities, and are increasingly becoming spaces where the public can come together.
- 11.4 Folkestone & Hythe District has provision for 8 libraries in Cheriton, Folkestone (Grace Hill and Wood Avenue), Hythe, Lydd, Lyminge, New Romney and Sandgate. There is also a mobile library service that operates a fortnightly timetable.
- 11.5 Given that the libraries are based within settlements, they are less accessible to more rural areas of the district. However, there are no distance standards relating to libraries. For this reason, it has to be assumed that there is no existing deficit in library provision.
- 11.6 At the time of writing, Kent County Council is consulting on the Libraries, Registration and Archives (LRA) Draft Strategy 2019-2022. This proposes arranging the county's libraries into five tiers according to their function and usage: 'town plus'; 'town'; 'community plus'; 'community'; and 'small community'. A general reduction in library opening hours across the county is planned, although no libraries are proposed to be closed.
- 11.7 For Folkestone & Hythe, it is proposed that the district's libraries are grouped as follows:
- **Town** (open 37 hours a week): Folkestone (Grace Hill) and Hythe
 - **Community plus** (open 28 hours a week): Cheriton, Lyminge and New Romney
 - **Community** (open 23 hours a week): Lydd and Folkestone (Wood Avenue)

Sandgate library is not included within the proposed framework, as the day-to-day running of the service is delivered by Sandgate Parish Council.

- 11.8 In terms of future provision, opportunities for the co-location of services and maximising the use of existing buildings will be encouraged, to respond to the increasingly integrated models of service provision and provision for multi-purpose facilities. There is increasing emphasis on the integration of other form of community infrastructure, such as libraries and community spaces. The LRA Strategy also explores the potential for co-location with other services, such as banks and post offices. The LRA Strategy recognises the potential of technology to develop the library service and the County Council is piloting a new initiative that allows users to access libraries outside normal opening hours ('Library Extra'). The strategy recognises growing demand on the service, with an increasing population across Kent, and the creation of new garden communities at Ebbsfleet and Otterpool.
- 11.9 New provision is therefore likely to be in the form of a co-located community hub/library. This will be dependent on the level of population growth and the demographic of that population,

along with the service requirements of future library provision. It is, therefore, likely that new provision could be made at some of the larger growth locations, particularly if there is a need for other community facilities, e.g. health centres, community halls, etc. However, at this stage it is not possible to identify specific needs or costs of provision. Co-location of key services has been a key principle of masterplanning the garden settlement.

11.10 Kent County Council (KCC) has provided the following bulleted list of library service requirements necessary to support development at the garden settlement. The precise detail is still emerging, and the specific requirements shall be defined as part of the S106 Heads of Terms in due course.

- KCC is currently out to consultation on their three year Library Strategy
- The library services are to be provided in a Wifi-enabled community facility building which must include children's area, adults area, browsing area, digital/ IT area
- There is to be shared employment space for staff

11.11 The assumption is all the required funding will be provided through s106. Table 11.1 contains a list of the community and cultural requirements required to be delivered at the Garden Settlement to support the associated population growth.

Table 11. 1. Community and cultural requirements for the Garden Settlement

Infrastructure	Comment	Requirement	Funding
Libraries	Currently out to consultation on their three year strategy Three Year Library Strategy Consultation	<ul style="list-style-type: none"> • Wifi enabled community facility which must include children's area, adults area, browsing area, digital/ IT area • Shared employment space for staff 	S106
Social Care		<ul style="list-style-type: none"> • Flexible community space - variety of sized rooms for use by a variety of groups. Must be fully accessible and include a changing place and a kitchen that is suitable for all client groups <ul style="list-style-type: none"> • Assistive technology • Lifetime Homes/ Wheelchair Accessible Housing • Shared employment space for staff 	S106
Early help	Service covers ages 0 to 25	<ul style="list-style-type: none"> • Flexible community space to provide children's centre services, specialist children's services (children's social care), youth and health visitor service provision • Shared employment space for staff 	S106
Community Learning		<ul style="list-style-type: none"> • Require multifunctional community space for a range of activities that can seat 16 people 	

Broadband	<p>INFORMATIVE: Kent County Council recommends that all developers work with a telecommunication partner or subcontractor in the early stages of planning for any new development to make sure that Next Generation Access Broadband is a fundamental part of the project. Access to superfast broadband should be thought of as an essential utility for all new homes and businesses and given the same importance as water or power in any development design. Please liaise with a telecom provider to decide the appropriate solution for this development and the availability of the nearest connection point to high speed broadband. We understand that major telecommunication providers are now offering Next Generation Access Broadband connections free of charge to the developer. For advice on how to proceed with providing access to superfast broadband please contact broadband@kent.gov.uk.</p>	Developer funded
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12 LEISURE AND RECREATIONAL

- 12.1 Leisure and recreation infrastructure helps to create, sustain and enliven communities. Leisure and recreation infrastructure ranges from purpose-built leisure facilities, indoor and outdoor sport facilities and play space. Together these places support the activities which are required to help build community, foster a sense of place, meet the cultural and recreational needs of communities and promote community wellbeing.
- 12.2 The population of the local authority area is expected to increase. This can be attributed both to planned housing growth and an ageing population. The leisure and recreation needs of Folkestone & Hythe district will therefore have to continue to accommodate current day needs whilst also supporting and encouraging activity amongst a higher proportion of older persons.
- 12.3 Provision has historically been made within the larger settlements where demand is highest. Development must ensure that, where appropriate, it meets the needs of the immediate proposal and addresses any existing under-provision. Where existing under-provision has been identified, the strategy for additional planned leisure and recreation services can be planned carefully to maximise the positive benefit of such new facilities for both the current and future population. New facilities should seek to offer flexible uses and combine facilities/services which may have historically been provided on a separate basis.
- 12.4 The District Council commissioned consultants Ploszajski Lynch Consulting Ltd. (PLC) in autumn 2016 to produce a Playing Pitch Strategy (PPS) for the district. This is part of a wider assessment of sport and leisure provision in the district which also includes a Sports Facilities Strategy. Both documents form part of the evidence base to the Core Strategy Review. The Sports Facilities Strategy Stage C Report and Playing Pitch Strategy Stage D Report to be 'published' as part of the local plan evidence base, because they comprise the final strategy documents and the earlier stage documents merely contribute to, and are reflected, in them. Summary information drawn from the Sports Facilities Strategy and Playing Pitch Strategy is presented in this chapter.

Children's Play Facilities and Youth Facilities

- 12.5 Children's play space is provided on Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs), Neighbourhood Areas for Play (NEAPs) and destination sites. LAPs are small play areas and are normally provided as on-site infrastructure on larger residential developments. The need for such facilities is therefore not included in this assessment

Existing provision across the District

- 12.6 The Folkestone & Hythe District Play Area Review (2017) confirms that the distribution of play provision in Folkestone & Hythe is generally good. However the study identified a shortage of play areas catering for the 11+ age group. While 86.8% of play areas have provision suitable for 5-11 age groups, only 41.2% have equipment that would appeal to older children/young people (11+). However, it should be noted that older children/young people are likely to be more able to travel further to access suitable play provision such as multi-use games areas (MUGAs) and skate parks. There is generally good provision for 0-11+ age groups throughout most wards however Broadmead and Folkestone Harbour have no provision for 11+ age groups with potential for greater quantities of 11+ provision in Cheriton and North Downs West. There is a lack of provision for the youngest age category (LAPs) in the southern half of the district. Adding to this, the condition of the existing sites are mainly average, poor or very poor throughout the district.

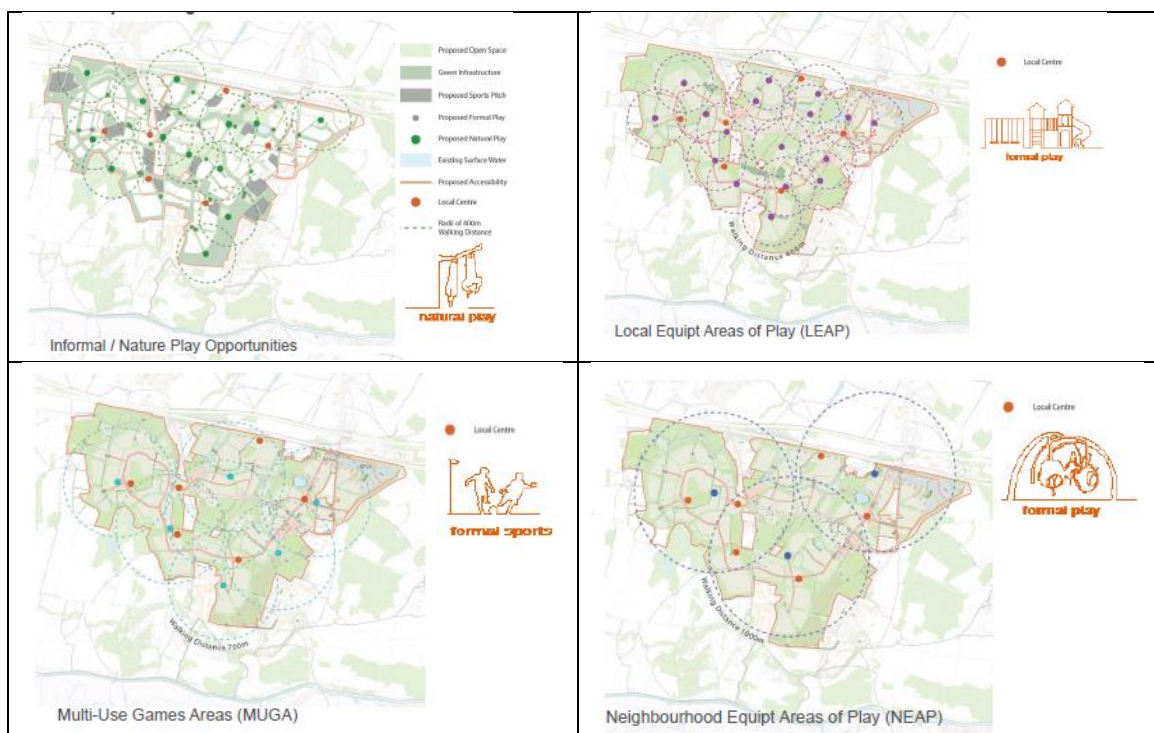
12.7 The Fields in Trust (FiT) recommended benchmark quantity standard is 0.25 hectares per 1,000 head of population for equipped/designated play areas. The Folkestone & Hythe standards fall below this standard. However there a number of local factors which explain this, including Folkestone & Hythe’s older population and rural character. The FiT standards are aspirational and have limitations because they are often seen as undeliverable, and can result in a proliferation of play areas that can be difficult to maintain, as well as setting unrealistic aspirations in the urban context where insufficient land is available. The FiT standards could be a long-term aim, but the priority should be to work towards ensuring the standards are met.

12.8 There are a total of 85 play areas in Folkestone & Hythe. The majority are owned and managed by F&HDC. To ensure play area provision and condition is kept to an appropriate standard it was proposed that a network of key sites be designated as ‘Strategically Important Play Areas’ (SIPAs) to ensure funding is driven towards these areas.

The garden settlement – current provision and future ambitions

12.9 Land proposed to be allocated to bring forward a garden settlement does not currently provide for any formal or informal play space, as the land principally comprises tenanted farmland. However, in building on the commitments cited within the Council’s document ‘A Charter for Otterpool Park’, the garden settlement presents a significant and tangible opportunity for the resident population and more widely residents of the District and visitors alike to take advantage of extensive areas of open space, which shall comprise a variety of different space typologies, ranging from informal/nature play opportunities, to Local Equipped Areas for Play (LEAPs) and Neighbourhood Areas for Play (NEAPs) alongside Multi-Use Games Areas.

12..10The following diagrams have been sourced from the emerging Landscape Strategy for Otterpool Park prepared by Arcadis to show the intended spatial distribution of the various types of play typology, to include informal/nature play opportunities, multi-use games areas, local equipped area of play and neighbourhood equipped areas of play. Residents of future communities within the garden settlement will have excellent access to areas of open space.



12.11 In addition, a total of 117.6 hectares of land is to be designated for the provision of outdoor sports pitches (33.4 ha), general amenity (48 ha), children’s play (7.2 ha), strategic parks (10.4 ha), allotments (4.2 ha) and cemeteries (14.4 ha).

Sports Facilities Strategy and Playing Pitch Strategy summary information

12.12 Outdoor sports facilities range from sports pitches and courts, purpose-built track and field (athletic) facilities including running tracks and other purpose-built facilities such as skate parks. Facilities can include associated infrastructure to support outdoor sports including changing facilities, flood lighting, sport club buildings, etc.

12.13 Pitches for football and rugby are required for both adults and children. Junior football pitches are generally half the size of adult pitches, although in the case of mini-football, they are smaller than this. This assessment provides an overall assessment of the needs arising from growth for adult pitches, assuming that all needs are for adult provision; clearly this will not be the case and there will be a need for a mix of adult, junior and mini provision. The detailed breakdown of these needs is most appropriately considered at the master-planning or pre-application stage.

Existing provision of football pitches

12.14 Table 12.1 below sets out that the availability of pitches in the District. Pitches shown in brackets are over-marked onto another pitch with resultant reductions in usage capacity.

12.15 The data reveals there are some available but unused pitches for adult, youth (9v9) football and mini soccer (5v5). There are a significant number of pitches affiliated with schools and colleges that are not available to the community across all type criteria. Indeed, the total number is comparable with the figure for available pitch provision. It would be worthwhile exploring whether any of the pitch provision that is not available to the community could potentially become available for use in the future.

Table 12.1. Availability of grass pitches in Folkestone & Hythe District

Pitch provision available to the community (type)	Pitches Adult football Grass (11 v 11)	Pitches Youth football Grass (11 v 11)	Pitches Youth football Grass (9 v 9)	Pitches Mini Soccer Grass (7 v 7)	Pitches Mini Soccer Grass (5 v 5)
‘A’ Total-pitch provision available to the community (used)	23	4	6 (2)	8 (1)	5 (1)
‘B’ Total-pitch provision available to the community (not used)	5	0	1	0	1
‘C’ Total-pitch provision not available to the community	11	4	21	8	1

Source: PFS Stage C report, 2018

12.16 Existing surpluses (shown with a ‘+’ below) or deficits (shown with a ‘-’ below) in football pitch capacity have been calculated and are as follows. The pitch equivalents are based upon the weekly carrying capacity of a ‘standard’ quality grass pitch. There is a sufficient supply of adult pitches only, with an identified undersupply of youth/junior pitches at peak times.

Table 12.2. Existing pitch capacity in Folkestone & Hythe District

Pitch type	Match equivalents	Pitch equivalents
Adult	+7.0	+3.5
Youth 11v11	-3.0	-1.5
Youth 9v9	-1.5	-0.5
Mini-soccer 7v7	-1.0	-0.25
Mini-soccer 5v5	-2.5	-0.62

Source: PFS Stage C report, 2018

12.17 The playing pitch assessment sets out pitch quality scores based on the amalgamation of the results for tests on playing pitch surfaces (including criteria for grass length/cover, size/slope/evenness of pitch and any problem areas) and maintenance (including criteria for frequency and adequacy of grass cutting, seeding and application of remedial dressings). The assessment established that 88% of grass football and mini soccer pitches were deemed 'standard', 6% were deemed 'good' and 6% were considered 'poor'.

Table 12.3. Community accessible pitches in the district (match equivalents and pitch requirements)

Pitch type	Current secured pitches	Current secured peak spare pitch capacity	Current peak needs	Extra peak needs by 2037	Total peak needs by 2037	Additional secured pitch needs
Adult football	23	3.5	19.5	2.5	22.0	-1.0
Youth 11v11	3	-2.0	5.0	3.5	8.5	5.5
Youth 9v9	7	-0.83	7.83	1.5	9.33	2.33
Mini 7v7	8	-0.5	8.5	1	9.5	1.5
Mini 5v5	6	-0.62	6.62	1	7.62	1.62
'3G'	1	-2.0	3.0	0.55	3.55	2.55

Source: PFS Stage C report, 2018

12.18 The Playing Pitch Strategy (2018) makes recommendations in relation to football the context of the National Planning Policy Framework (NPPF) paragraph 74, which stipulates that existing open space including playing pitches, should not be built upon unless:

- An assessment has taken place which has clearly shown the open space to be surplus to requirements, or;
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location, or;
- The development is for alternative sport and recreation provision, the needs for which clearly outweighs the loss.

12.19 The recommendations are arranged under the three main headings of 'protect', 'enhance' and 'provide'. In the case of provision of Playing Pitch and Sports Facilities at the North Downs

Garden Settlement, it is considered that as the resident population grows there will be a requirement for investment in the provision of new facilities under the 'provide' policy recommendation, and given the accessible location of the Garden Settlement in relation to the District, such provision should seek to address any associated shortfalls in identified provision at the District level. There may also be a need for consideration to be given to the possible enhancement of existing facilities (i.e. off-site provision) through payment of developer contributions. The promoter of the North Downs Garden Settlement will need to read and interpret the recommendations of the Playing Pitch Strategy and Sports Facilities Strategy in full.

Requirement for 3G' football turf pitches to 2037

- 12.20 There is a current shortfall of two full-sized '3G' pitches in the district, with demand equivalent to a further full-sized pitch being generated by population growth by 2037. '3G' pitches are an important component of football provision, because their all-weather nature and floodlights enable a high volume of play to be accommodated on good quality playing surfaces. The provision of additional '3G' pitches to meet needs identified in the Folkestone and Hythe PPS should be supported as a priority in appropriate locations.

Securing developer contributions

- 12.21 Developer contributions (new provision): Most of the extra demand for football arising from the proposed housing development in Folkestone and Hythe district to 2037, will need to be accommodated through the provision of new pitches and facilities. It is recommended that the site-specific action plan in the Folkestone and Hythe PPS be used as the basis for determining which proposed new facilities demonstrably relate to the scale and location of specific developments and that an appropriate level of financial contributions be sought under Section 106 or CIL arrangements, to cover their capital and revenue cost implications. To facilitate this, specific larger playing pitch projects should be listed as 'relevant infrastructure', under CIL Regulation 123. Funding for smaller playing pitch projects should be collected via Section 106 contributions.

Cricket

- 12.22 There are 13 affiliated cricket clubs in Folkestone & Hythe, who collectively run 38 adult and 18 junior teams making use of 12 cricket pitches. The quality assessment reveals that all 12 pitches achieved either a 'good' (5 pitches) or 'standard' (7 pitches) overall quality score. However, the practice nets at Hawkinge cricket club are in need of upgrading.

Rugby union

- 12.19 There are four rugby pitches in Folkestone & Hythe, all of which are associated with Folkestone RFC. The quality of the pitches and clubhouse is 'good', so there are no immediate facility development needs. Both the weekly and peak period supply and demand figures indicate a small amount of spare capacity.

Hockey

- 12.20 There is significant movement of hockey players between districts in east Kent, because the Folkestone, Ashford and Canterbury clubs each cater for a different range of competitive needs. However, the net effect of player movements is broadly neutral. Folkestone Optimist Hockey Club utilises facilities at Three Hills Sports Park comprising 7 adult male teams, 4 adult female teams, 2 junior male teams and 4 junior female teams. Consultation with Folkestone Optimist Hockey Club for preparation of the PPS has indicated that there is no evidence of any

unmet demand in the district at present, with some spare pitch capacity available to accommodate any extra demand that might arise.

Funding

- 12.21 Outside of local authority budgets, historically there is no known source of funding available for the provision of additional pitches as would be required by the development options. It is assumed that these would be funded through developer contributions or through CIL.

Delivery and timing

- 12.22 Provision of additional football pitches would principally be provided on-site as part of developments coming forward, or through the expansion or upgrading of existing facilities. In terms of new pitch provision, it will be for the masterplanning process to establish when and where they are delivered, so this should be agreed between Folkestone & Hythe District Council and the developer. Ultimately it will be the developer that delivers such facilities. The potential on larger sites to co-locate community and sports facilities will help to maximise efficiency.
- 12.23 Provision of facilities in other locations could be the responsibility of either the District Council or the parish/town council in question. Off-site needs can only be resolved at a planning application level. Evidence that would support the justification for off-site provision may include high levels of existing provision of facilities in accessible locations. There may be needs for other types of reasonably specialist provision, e.g. tennis, bowls, golf, etc. However, these are specialist requirements that are often provided by the private sector.
- 12.24 Some pitches may not be capable of being provided on specific sites because of physical constraints. It will be important to identify the specific sites where this is the case and ensure that provision can be made appropriately off-site.
- 12.25 As has been reported within IDPs published by other local authorities, it should be noted that many of the requirements for additional sports pitch provision can be addressed through the provision of multi-use games areas (MUGAs).

Indoor Sports Halls

- 12.26 This section examines the provision of sports halls in Folkestone & Hythe. Sports halls are defined as indoor halls with multi-sport markings and minimum dimensions equivalent to three badminton courts (27m x 18m). There are a total of 5 sports halls currently open to community use across the District, noting that the facility at Pent Valley Leisure Centre is currently closed during the conversion of the site to a Free School, which will open in September 2019. There are three facilities with no community use.
- 12.27 The location and dimensions of the sports halls with community use in Folkestone & Hythe is presented in Table 12.4.

Table 12.4. Sports halls with community use

Facility	Address	Dimensions	Year built
Folkestone Academy	Academy Lane, Folkestone CT19 5FP	34.5m x 20m	1955
		33m x 18m	2007
Hawkinge Community Centre	Heron Forstal Avenue, Hawkinge CT18 7FP	27m x 18m	2003
Folkestone Sports Centre	Radnor Park Avenue, Folkestone CT19 5HX	36m x 31.5m	2012
Marsh Academy Leisure Centre	Station Road, New Romney TN28 8BB	33m x 18m	2001
Pent Valley Leisure Centre*	Tile Kiln Lane, Folkestone CT19 4PB	27m x 20m	2005
Three Hills Sports Park	Cheriton Road, Folkestone CT19 5JU	32m x 21m	2013

* Facility currently closed during the conversion of the site to a Free School, which will open in September 2019.

12.28 The location and dimensions of the sports halls without community use in Folkestone & Hythe is presented in Table 12.5.

Table 12.5. Sports halls without community use

Facility	Address	Dimensions	Year built
Brockhill Park Performing Arts College	Sandling Road, Hythe CT21 4HL	34.5m x 20m	1987
Sir John Moore Barracks	Folkestone CT20 3HG	34.5m x 20m	Unknown
The Harvey Grammar School	Cheriton Road, Folkestone CT19 5JY	33m x 18m	2017

12.29 The Folkestone & Hythe District Council Sports Facilities Strategy (May 2018) presents a number of key findings on indoor sports hall supply as follows:

- With three of the six sports halls currently available for community use in the district on school sites, there is limited midweek daytime access. The facilities at Pent Valley Leisure Centre are currently closed, although it is understood that they will be available for community use when the site re-opens as a Free School in September 2019.
- The quality of sports halls in the district is generally good, although the smaller hall at Folkestone Academy has no integral changing facilities and poor maintenance.
- There is at least one sports hall in each of the three sub-areas in the district and the whole population is within 20-minutes driving time of a sports hall.
- One of the halls is only available for block bookings by clubs, which deters casual participants who may wish to play on an irregular or intermittent basis.
- Pricing is variable, with a full hall rate of £60 per hour in Folkestone, but £37.50 and £36 at Hawkinge and Marsh Academy respectively.
- Peak time utilisation rates are high at several sites. Sport England recognises a measure of 'comfortable capacity', where a sports hall is regarded as effectively fully utilised when peak usage levels reach 80%. This reflects the fact that changeover periods between bookings, particularly those that involve removing and/or installing equipment, will reduce the usage time available. Four of the six currently available sports halls in Folkestone & Hythe are used to above 'comfortable capacity' and the average utilisation rate for the district as a whole is 82%.

12.30 The Folkestone & Hythe District Council Sports Facilities Strategy (May 2018) presents a number of key findings on indoor sports hall demand, as follows:

- Expressed demand for sports halls in Folkestone & Hythe is high. In the peak demand periods, three of the six currently available sports halls in Folkestone & Hythe are used to above Sport England's calculated 'comfortable capacity' figure of 80% and the average peak utilisation rate for the district as a whole is 82%.
- Sport England's Facilities Planning Model (FPM) 2017 run for sports halls in Folkestone & Hythe, estimates that 4.1% of all sports hall demand in the district is exported to facilities in neighbouring areas, which is a relatively low proportion.
- The FPM estimates that 10.5% of all demand for sports halls in Folkestone & Hythe is currently unmet, which is equivalent to demand for 3.1 badminton courts (equivalent to slightly less than one sports hall). 95.1% of the unmet demand is attributable to the population living beyond the catchment of a sports hall.
- Sport England's Sport Facility Calculator projects demand for an additional 5 badminton courts by 2037, which is equivalent to 1.25 four-badminton court sized sports halls with full community access.

Gym facilities

12.31 As reported in the draft Sports Facilities Strategy dated January 2018 undertaken by independent consultants Ploszajski Lynch Consulting Ltd, all health and fitness facilities in the district have indicated that they can accommodate some new users/members, so a lack facility capacity is not an issue even though usage is busy in the peak periods. Additional key information on participation trends and additional needs with respect to health and fitness facilities to 2037 is presented below.

- Participation trends: Health and fitness participation rates have increased by an average of 0.35% per annum over the past decade. It would therefore be reasonable to assume a similar growth rate until 2037, which would increase demand by 7.0% by the end of the plan period.
- Additional needs: Based the above figures and on current provision of 598 equipment stations and no effective spare capacity, there will be demand for 640 stations by 2037, an increase of 125 over the existing figure.

12.32 Regarding the options for securing additional health and fitness capacity, ensuring that extra health and fitness capacity could be achieved through implementation of the following:

- Providing new or expanded facilities at the new Hythe Swimming Pool, to ensure that 'pay-and-play' access is available.
- Providing new facilities in conjunction with new housing developments, in particular the Otterpool Park Garden Town and the Sellindge expansion, either on-site or through Section 106 developer contributions that reflect the additional demand arising from the additional population.
- Seeking to secure community use of the facility at Pent Valley Leisure Centre when the site re-opens in September 2019.
- Encouraging the provision of health and fitness facilities by commercial leisure providers.

12.33 The proposed facility mix for the new Hythe Leisure Centre includes a 100-station fitness gym with its own changing facilities.

Sports Halls

12.34 Current sports halls in Folkestone & Hythe are assessed to be operating at just above 'comfortable capacity', based upon the following evaluation:

- Used peak capacity: Average peak utilisation rates for sports halls in Folkestone & Hythe are 82%, which is above Sport England's 'comfortable capacity' figure of 80%. This suggests that the current number of community-accessible sports halls can only just meet current needs, although this will be addressed if the Pent Valley Leisure Centre re-opens.
- Satisfied demand: The FPM supports this conclusion, calculating that 89.5% of demand for sports halls in Folkestone & Hythe is met by current provision. The unmet demand is assessed to be equivalent to 3.1 badminton courts (0.78 of a sports hall).
- Exported demand: The FPM calculates that only 4.1% of all sports hall demand in the district is exported to facilities in neighbouring areas, whilst 7.3% is imported, making Folkestone & Hythe a small net importer of sports hall demand. This reflects the fact that most sports halls in neighbouring areas are on the outer limits of the 20-minute drive time catchment from Folkestone & Hythe.
- Unavailable facilities: The sports hall at the Pent Valley Leisure Centre is currently unavailable for community use and it is unclear whether it will re-open in September 2019 when a Free School takes over the running of the site. Three further sports halls at Brockhill Park Performing Arts College, Sir John Moore Barracks and the Harvey Grammar School have no community use and the owners have indicated that this position is unlikely to change
- Changes in supply: Folkestone School for Girls has planning consent to build a sports hall at its site and is currently fund-raising. However, three of the six existing sports halls with community use are on school sites with no formal community use agreements, so access could in theory be withdrawn at any time.

12.35 Table 12.6 below sets out the action plan for sports halls to guide the implementation of the draft Folkestone & Hythe District Council Sports Facilities Strategy. The capital cost estimates are based upon Sport England's 'Facility Costs - Second Quarter of 2016' (2016).

Table 12.6. Action plan for sports halls

Issues	Action	Lead	Partners	Resources	Priority
Protection of existing sports halls	Include a policy in the Local Plan to protect all existing sports halls	F&HDC	-	-	High
Community access to sports halls	Pursue formal Community Use agreements at all existing and any future proposed sports halls on education sites	F&HDC	Academies and schools	Possible funding for improvements to physical accessibility	High
Funding for future sports hall needs	Include sports halls as 'relevant infrastructure' under CIL regulation 123.	F&HDC	-	-	High
Need for an additional 1.25 sports halls by 2037.	Include a requirement for provision of a sports hall as part of a leisure centre in Otterpool Park Garden Town Support Folkestone School for Girls aspirations to provide a community-accessible	F&HDC	Developers Folkestone School for Girls	£2,215,000 per sports hall	High

	sports hall				
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12.36 Table 12.7 below sets out the site-specific action plan for sports halls to guide the implementation of the draft Folkestone & Hythe District Council Sports Facilities Strategy.

Table 12.7. Site specific action plan for sports halls

Site	Issues	Action	Lead	Partners	Resources	Priority
Folkestone Academy	<ul style="list-style-type: none"> Limited weekend community access. No 'pay-and-play' use. No formal Community Use Agreement. 	<ul style="list-style-type: none"> Encourage Academy to expand weekend access and 'pay-and-play' use. Pursue a formal Community Use Agreement. 	F&HDC	Folkestone Academy	-	Medium
Hawkinge Community Centre	No current issues.	No action required.	-	-	-	-
Folkestone Sports Centre	<ul style="list-style-type: none"> Ageing facilities. Poor quality general access. 	Feasibility study to consider long-term options for sports hall provision at the Centre.	Folkestone Sports Centre Trust	F&HDC	£20,000 for feasibility study	High
Marsh Academy Leisure Centre	<ul style="list-style-type: none"> No midweek evening 'pay-and-play' use. No formal Community Use Agreement. 	<ul style="list-style-type: none"> Encourage Academy to develop midweek 'pay-and-play' use. Pursue a formal Community Use Agreement. 	F&HDC	Marsh Academy	-	Medium
Pent Valley Leisure Centre	<ul style="list-style-type: none"> Currently closed. Future community use policy unclear. No formal Community Use Agreement. 	<ul style="list-style-type: none"> Negotiate community access with Free School. Pursue a formal Community Use Agreement. 	F&HDC	Turner Free School	-	High
Three Hills Sports Park	No current issues.	No action required.	-	-	-	-

Indoor Swimming Pools

12.37 There are five swimming pools at three sites with community use in Folkestone & Hythe which comply with the minimum dimensions, plus two smaller pools and one pool with no community access. Four of the five swimming pool sites in Folkestone & Hythe are used to above 'comfortable capacity' at peak times.

12.38 The location and dimensions of swimming pools with community use in Folkestone & Hythe District is presented in Table 12.8.

Table 12.8. Locations and dimensions of swimming pools with community use

Facility	Address	Dimensions	Year built
Bannantyne's Health Club	Shearway Road, Folkestone CT19 4RH	20m x 8m	2004
Folkestone Sports Centre	Radnor Park Avenue, Folkestone CT19 5HX	25m x 12.5m 12.5m x 7.5m	1972
Hythe Swimming Pool	South Road, Hythe CT21 6AR	25m x 11m 9m x 4m	1974

12.39 The location and dimensions of the smaller swimming pools that serve some supplementary needs in Folkestone & Hythe is as follows:

Table 12.9. Locations and dimensions of smaller swimming pools with community use

Facility	Address	Dimensions	Year built
Hythe Imperial Health Club	Princes Parade, Hythe CT21 6AE	15m x 5m	1985
Spindles Health and Leisure	The Harbour, Folkestone CT20 1TX	12m x 6m	1975

Table 12.10. Locations and dimensions of swimming pools with limited community use

Facility	Address	Dimensions	Weekly use
New Beach Holiday Park	Hythe Road, Dymchurch TN29 0JX	23m x 12m	6.5 hours
The Beacon	Park Farm Lane, Folkestone CT19 5DN	6m x 4m	2.5 hours

12.40 The following swimming pool in Folkestone & Hythe has no community use:

Table 12.11. Locations and dimensions of swimming pools with no community use

Facility	Address	Dimensions	Year built
Sir John Moore Barracks	Folkestone CT20 3HG	25m x 9.2m	Unknown

12.41 The key findings of the draft Folkestone & Hythe District Council Sports Facilities Strategy in respect of supply are bulleted below:

- There are five swimming pools at three sites with community use in Folkestone & Hythe which comply with the minimum dimensions, plus two smaller pools.

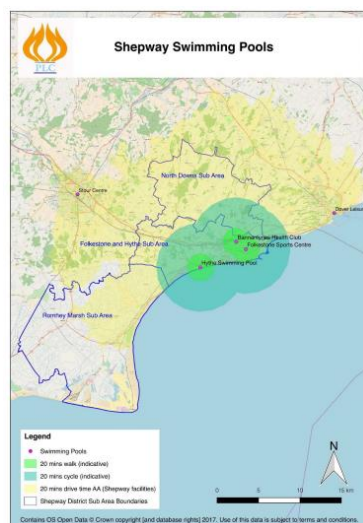
- User charges conform with market norms and include some discounts for concessions.
- General access at Folkestone Sports Centre is poor, as are the changing facilities at Hythe Swimming Pool, where most other aspects are at the lower end of 'standard' quality.
- All the pools are within the Urban sub-area, with no provision in the North Downs or Romney Marsh sub-areas. Despite this, the whole population is within 20 minutes driving time of their nearest pool, although in the case of the Romney Marsh sub-area, this involves the Rye Sports Centre in neighbouring Rother and the Stour Centre in Tenterden.
- Peak time utilisation rates are universally high. Sport England recognises a measure of 'comfortable capacity', where a swimming pool is regarded as effectively fully utilised when peak usage levels reach 70%. Four of the five swimming pool sites in Folkestone & Hythe are used to above 'comfortable capacity'

12.42 The key findings on swimming pool demand are as follows:

- Expressed demand for swimming pools in Folkestone & Hythe is high. In the peak demand periods, four of the pools in Folkestone & Hythe are used to well above Sport England's calculated 'comfortable capacity' figure of 70%.
- Sport England's FPM estimates that only 8.9% of all swimming pool demand in the district is exported to facilities in neighbouring areas.
- The FPM estimates that 19.6% of all demand for pools in Folkestone & Hythe is currently unmet, which is equivalent to demand for a 25m x 4-lane pool. All the unmet demand is attributable to the population living beyond the catchment of a swimming pool.
- Sport England's Sport Facility Calculator projects demand for an additional 190sq.m of pool space by 2037, which is equivalent to one 25m x 4-lane pool with full community access.

12.43 Almost the whole of Folkestone & Hythe district is within 20-minutes' drive time of a swimming pool, with the exception of the western part of the Romney Marsh sub-area, which is within the catchment of the pool at the Rye Sports Centre in Rother.

Figure 12.1. Swimming pools in Folkestone & Hythe District and travel catchments



12.44 The proposed facility mix for the new Hythe Leisure Centre is for the following:

- 1 x 25m x 6 lane competition equipped swim pool with spectator seating
- 1 x 4 lane x 20m teaching pool separated from sight and acoustically from the main pool, and visible from the café seating area.

12.45 With regard to leisure facilities, Hythe Pool is 1.7km west of the application site of the Princes Parade scheme, and is currently in a poor condition, being regularly closed for repair, impacting upon accessibility of leisure provision in the District. If approved, the new facility would provide for additional water space of circa 58 sq m when compared to current provision at Hythe swimming pool, thereby lowering the additional requirement of pool space by 2037 from 190 sq m to 132 sq m.

13 OPEN SPACE/GREEN INFRASTRUCTURE

13.1 Based on the definition provided by Natural England, Green infrastructure refers to a 'strategically planned and delivered network ... of high quality green spaces and other environmental features'. There are a range of different types of space that could be considered to be green infrastructure. However, for the purposes of this study which looks at infrastructure needs, this is confined to the requirement for green spaces to support new populations resulting from the needs set out in local guidance. In particular this focuses on the natural areas used for informal and semi-formal recreational social value. This mainly consists of:

- Natural and semi-natural green space – mainly country parks
- Parks, recreation grounds and amenity space

Overview of the area

13.2 There is one Country Park in Folkestone & Hythe district, namely Brockhill Country Park. Based on standards promoted by Natural England, people should have access to:

- 2Ha+ of accessible natural greenspace (ANG) within 300m of home - this has been termed the Neighbourhood Level
- 20Ha+ of ANG within 1.2km of home - the District Level
- 60Ha+ of ANG within 3.2km of home - the Sub-regional Level
- 500Ha+ of ANG within 10km of home - the Regional Level

13.3 An assessment of the provision of ANG against these standards (referred to as 'ANGSt') in Folkestone & Hythe was undertaken by Natural England in 2007. Table 12.1 summarises the accessibility to different levels of provision. Some 19% of the households in the district have access to a 500-hectare accessible natural greenspace (within 10km) and only 3% of households meet all ANGSt requirements.

Table 13.1. ANGSt analysis of provision for Folkestone & Hythe district

District	County	Number of households	% of households						
			Within 300m of a 2 ha+ site	Within 2km of a 20 ha+ site	Within 5km of a 100 ha+ site	Within 10km of a 500 ha+ site	Meeting all ANGSt requirements	Meeting none of the ANGSt requirements	Served only by linear greenspace
Folkestone & Hythe	Kent	45,382	10	71	73	19	3	8	7

13.4 The communities which experience some of the greatest population densities are predominantly located within the Urban analysis area which also experiences high levels of Living Environment Deprivation. This area fortunately has a higher quantity of public open space in the district and has largely good sub-regional site access throughout with the exception of Hythe Rural in the west. There are a few pockets within the district which have a notable lack of publicly-accessible open space including areas within north-east Romney Marsh, northern areas within Walland and Denge Marsh and Hythe Rural. Furthermore, many of these communities fall outside the catchment areas of the larger sub-regional and district-scale open spaces which are located in the northern and southern ends of the district. However, the larger open spaces in the north (including The Warren) are considered to be of lower quality and value.

13.5 The North Downs and Romney Marsh analysis areas have lower population densities and the areas do not meet the quantity standard for publicly-accessible open space. However there is access to larger spaces away from the urban and residential context including West Wood and

Park Wood and Dungeness respectively. Many of the area's residents are not within easy walking distance of a publicly accessible open space due to the lack of local scale provision, and the amount of open space that is in agricultural use.

- 13.6 The assessment on the provision of open spaces accessible to residents of Folkestone & Hythe should not be constrained to the district boundary. Significant open spaces in neighbouring districts, such as coastal margins within Rother District Council and Dover District Council, are likely to contribute greatly to health and wellbeing of residents providing valuable opportunities for formal and informal recreation.
- 13.7 The projected population growth is likely to have a moderate impact on open space provision in Folkestone & Hythe. The provision of new open spaces in areas which experience the greatest levels of open space deficiency should be considered. In addition efforts should be made to ensure existing open spaces are multifunctional and are of a good quality and high value. Attempts should be made to also ensure all sectors of the community are able to easily access open spaces through the removal of physical barriers (e.g. providing safe crossing points across roads) and ensuring open spaces are appropriately promoted.

Table 13.2: Open space by hierarchy in Folkestone & Hythe

Typology	Hierarchy	Number of open spaces	Area (Ha)	Hectares per 1,000 head of population (2015)
A. Parks and gardens	District	1	21.63	0.20
	Local	14	72.71	0.66
	Small Local	49	28.21	0.26
B. Natural and semi-natural greenspace	Sub-Regional	5	1582.48	14.38
	District	2	69.22	0.63
	Local	16	106.83	0.97
	Small Local	36	25.98	0.24
C. Green corridors		31	921.30	8.37
D. Amenity green space		476	205.10	1.86
E. Allotments		17	13.34	0.12
F. Cemeteries and churchyards		38	34.72	0.32
G. Provision for children and young people		43	3.82	0.03
H. Outdoor sports provision		118	518.43	4.71
Total		846	3603.77	32.75

- 13.8 Table 13.2 sets out the quantity of open space in Folkestone & Hythe by typology and hierarchy. Additional open spaces have been highlighted following consultation to allow for appropriate accessibility assessments. However these areas have not had open space site audits conducted.

Need

- 13.9 The Folkestone & Hythe Open Space Strategy (2017) proposes the following standards for provision of green space:

Typology	Proposed standard	Justification
Parks and gardens Natural and semi-natural greenspace	2.89 ha/1000 head of population	This is the current provision of publicly accessible open space in Shepway based on mid 2015 population data. Open spaces which are not accessible to the public have not been included within this calculation. Setting the standard at this level of provision will ensure that provision should not fall below the existing quantity per 1,000 head of population as the population grows.
Allotments	0.12 ha/1000 population	This is the current provision of publicly accessible open space in Shepway based on mid 2015 population data.

13.10 The emerging masterplan for the garden settlement proposes up to 10,000 dwellings, and assuming a resident population of 25,000 persons then the open space standard of 2.89 ha/1000 head of population generates a site requirement of 72.25 hectares.

Table 13.3. Application of open space quantity standard with the population increase

Analysis Area	Publicly accessible open space (ha)	Population 2015	Population 2031	Provision ha per 1000 people 2015	Provision ha per 1000 people 2031
Urban	238.66	66,883	-	3.57	-
North Downs	35.65	20,603	-	1.73	-
Romney Marsh	43.89	22,548	-	1.95	-
Shepway	318.20	110,034	117,700	2.89	2.70

13.11 Table 13.3 sets out the quantity of provision based on the current population and how provision will change with the projected increase in population as drawn from the Folkestone & Hythe Open Space Strategy (2017). The North Downs analysis area and Romney Marsh analysis area are currently below the quantity standard in 2015 and this is likely to be exacerbated to a small extent by 2031. This is not in itself a reason to preclude development in this area though. Instead, it will be particularly important to secure new open spaces within these areas. There is access to larger spaces away from the urban and residential context including West Wood and Park Wood and Dungeness respectively. Many of the area's residents are not within easy walking distance of a publicly accessible open space due to the lack of local scale provision, and the amount of open space that is in agricultural use.

13.12 The Folkestone & Hythe Open Space Strategy (2017) advises that 108 hectares of green space is required to address the needs arising from growth. The garden settlement will deliver an excess of open space of 230 hectares against the required standard, thereby resulting in the District deficit of open space of 108 hectares being overturned into an excess of circa 120 hectares for the district. Moreover, the garden settlement, being located within the North Downs character area, is appropriately located to be easily accessible to residents of the North Downs and Romney Marsh areas that are currently deficient in open space provision when compared to the standard.

13.13 The emerging planning application for the garden settlement proposes a scheme comprising 8,500 dwellings, with an assumed population of 21,250 persons, which generates a need of 61.5 hectares of open space. The masterplan layout for the 8,500 dwelling planning application includes provision of circa 290 hectares of open space within the redline boundary, which means the garden settlement will over-provide on open space by a factor of 4.7 times. Of course, the final provision of open space that could be achieved through the

delivery of a 10,000 dwelling masterplan scheme shall improve upon the overall quanta of open space provision.

13.14 The above information serves to highlight the significance of a landscape-led masterplan that will provide the resident population, neighbouring communities, the wider District population and visitors with extensive areas of open space, and the garden settlement shall act as an exemplar to maximise access to quality outdoor space and contribute greatly to health and wellbeing of residents providing valuable opportunities for formal and informal recreation.

Open space provision at the garden settlement

13.15 The masterplan area for the area that could provide for up to 10,000 homes makes provision for a total of 307 hectares of Green Infrastructure excluding farmland, which equates to 48.4% of the total masterplan area. Significant areas are to provide for GI Habitat (145 ha), GI sports playing fields (23 ha, plus schools 34 ha), SuDS (45 ha) and GI within the strategic parks (9 ha).

13.16 The garden settlement masterplan proposes the provision of three key public open spaces that will provide access to Destination Country Parks with their own distinctive identity but spatially connected via a footway network. The three Destination Parks are referred to as:

- i) Woodland Country Park
- ii) Westenhanger Town Park
- iii) River Park

13.17 Summary descriptions of each of the three Destination Parks are provided below.

Woodland Country Park

13.18 Linked to the Town Park, routed via historic access to Westenhanger Castle, a new Country Park will be situated on the higher land adjacent to Otterpool Manor and Upper Otterpool Farm.

Figure 13.1. Woodland Country Park in the context of the garden settlement



13.19 The park will reference the historic setting and agricultural use of the 'Otterpools', as well as the historic woodland landscape and nearby ancient woodland. It will incorporate the geological SSSI, to be enhanced and promoted as a feature of research, educational and amenity value.

13.20 The Country Park will be designed to provide a country estate feel with sweeping views, large specimen tree planting, woodland and open grassland. The park will contain trails for walking, running and cycling, with strong connections to be made into the surrounding communities

with an active 'edge zone' incorporated. Views will be provided into the wider landscape, to include the AONB escarpment.

Westenhanger Town Park

- 13.21 A key principle of the Westenhanger Town Park will be to provide a new cultural quarter focussed around an urban park that will form a landscape setting to Westenhanger Castle. The park may provide space for community gathering and outdoor performance. It will comprise a predominantly soft landscape that is more formal and ordered in appearance than the Woodland Country Park.

Figure 13.2. Westenhanger Town Park in the context of the garden settlement



River Park

- 13.22 In terms of a key design principle, the riparian corridor of the East Stour River is a key opportunity for the scheme. A minimum 60m wide corridor will preserve the flood zone and protect existing ecological assets, providing an excellent opportunity for the creation of a riparian park. The riverside landscape would provide highly multifunctional GI with opportunities for active recreation, amenity and leisure, food production, habitat and water management. The landscape could incorporate habitat value for a wide variety of species, with flood mitigation measures and wetland associated with sustainable drainage adding further amenity and habitat value.

Figure 13.3. River Park in the context of the garden settlement



14. CONCLUSIONS

Summary

- 14.1 This IDP has assessed the needs arising from growth proposed in the Core Strategy Review to 2037, focussing on proposals for the expansion of Sellindge and a new garden settlement in the North Downs Area (being promoted as Otterpool Park). The IDP has analysed infrastructure needs against a number of themes.
- 14.2 As considerable work has been completed on the masterplan for Otterpool Park, to prepare for the forthcoming planning application for the site, a large amount of information is available, there have been in-depth discussions with the full range of infrastructure providers and there is a high degree of confidence that the needs of new residents can be met with additional capacity provided in some areas to meet wider needs.
- 14.3 As outlined in the summary at the start of this document, this IDP is kept under continual review, and updates will be published as new needs are identified and infrastructure schemes are completed.
- 14.4 Conclusions against the themes are summarised below, for the current version of this IDP:

Education

- 14.5 Education needs will principally be addressed through provision of new primary and secondary schools on site as part of the new garden settlement. There may be a requirement to expand the existing Sellindge primary school in conjunction with modest residual growth at Sellindge. Discussions are continuing between the site promoters and Kent County Council (as the Education Authority) about the total area of land to be safeguarded within the redline boundary of the Garden Settlement for education , but any outstanding requirements are expected to be met as part of agreement reached over the S106 Heads of Terms.

Health and Social Wellbeing

- 14.6 The Health and Wellbeing requirements necessary to support the resident population of the Garden Settlement has been specified through the close involvement of representatives of the South Kent Coast CCG, to include the provision of a health centre within the early phases of development. It is envisaged by the CCG that the health centre development is phased in line with the population growth; a GP provider will be required to operate with a relatively small patient list size until the overall development is of sufficient size to support a standalone practice, having a phased development will facilitate this. The CCG hope that this requirement can be captured within the S106 agreement as detailed in Policy SS9. To maximise the benefit to the NHS, it would be proposed that the facility is built to at least shell and core, and either gifted to the NHS or leased at peppercorn rent.

Utilities

- 14.7 Utility provision is multi-faceted and can involve significant lead-in times where new infrastructure is required to serve proposed growth, particularly large-scale growth. The statutory utility providers have provided valuable input and insight into the Core Strategy Review by providing formal responses at the various stages of consultation, as well as providing commentary for inclusion within this IDP.
- 14.8 With regard to the planned level of growth at Sellindge and the new Garden Town, all utility providers are working alongside the site promoters to agree a schedule for infrastructure delivery at the site(s) in question. This will include detail of what infrastructure is required, when, and how it will be achieved in line with promoters' own ambitions for development. Whilst network reinforcement is likely to be required from the outset of any large-scale development, it may be possible for some initial dwellings to connect pending network

reinforcement. The utility providers are to review and advise on this following consideration of the development programme and the extent of network reinforcement required. With reference to the treatment of foul sewage, one of a number of options could conceivably come forward to serve development at the Garden Settlement, to include conventional disposal to an off-site Wastewater treatment plant (with the possible return of treated effluent for use as 'grey water'), or the establishment of an integrated on-site treatment system.

Transport

- 14.9 The District benefits from excellent access to the strategic road network, particularly the urban centres of Folkestone, Hawkinge, Hythe and Sellindge. The rail network provides connectivity at four stations, with access to mainline services at Sandling and Westenhanger, and High Speed services at Folkestone West and Folkestone Central. Importantly, journey times under 1 hour to London St Pancras can be achieved from all four stations. All of the major urban centres are well served by public transport connections, with Folkestone acting as a 'hub' location.
- 14.10 The proposed Garden Settlement is appropriately positioned to take advantage of excellent accessibility to the strategic road network at M20 J11 and mainline rail services at Westenhanger station. A key requirement of the Garden Settlement will be to ensure that everyday services and facilities are within suitable walking distance of residents. The public transport network that will serve the internal layout of the Garden Settlement will provide residents with walkable access to bus stop locations, and the route will call at Westenhanger station to provide onward connections/integration with the rail network.
- 14.11 An overarching principle of the transport strategy for the garden settlement will be to make journeys by alternative means to the private car as accessible and convenient as possible, so as to drive modal shift. By taking a comprehensive approach to demand for travel, particularly for commuter trips, the overall off-site traffic impact of the development will be appropriately mitigated.

Flooding

- 14.12 There are no recorded historical flood events impacting the existing properties at the proposed Garden settlement site itself. The Folkestone and Hythe Surface Water Management Plan (SWMP) details the previous flooding incidents within the area of interest. Upon review of this SWMP, a fluvial flooding event is described to have taken place in 1996. This was mainly east of the area of study towards the West Hythe region. It was reported that this event was a 1 in 500 year event. There is no planned development in the surface water flow paths, which follow the corridors of the watercourses on the site. Any areas at risk will be optimised to form blue/green corridors within the site. It is, therefore, considered that the risk of flooding from surface water is low. Likewise, it is considered that the risk of flooding from groundwater, from artificial sources and from sewers is low.

Waste

- 14.13 Kent County Council has advised that the planned level of growth at Sellindge and the Garden Town will have a significant impact on the Kent County Council waste infrastructure in the area. Growth of this scale will undoubtedly result in both the Folkestone Household Waste Recycling Centre (HWRC) and Dover Waste Transfer Station (WTS) not being able to cope with this increased level of throughput. Accordingly, Dover WTS and Folkestone HWRC are constrained by location and neither have the ability to be expanded. As a result, KCC Waste Management would require a new co-located HWRC and WTS in the locality in order to account for the growth. The experience of Kent County Council is that a development of this

kind would cost in the region of £3.5 - £4 million to build, excluding the cost of land purchase, which would attract an industrial premium. There could also be the opportunity for KCC to work in partnership with Folkestone & Hythe District Council to consider the land at Ross Way depot, owned by Folkestone & Hythe District Council, for any future sites.

Community and Cultural

14.14 In terms of future provision, opportunities for the co-location of services and maximising the use of existing buildings will be encouraged, to respond to the increasingly integrated models of service provision and provision for multi-purpose facilities. There is increasing emphasis on the integration of other form of community infrastructure, such as libraries and community spaces. It is the clear expectation that the required funding necessary to support the implementation of community and cultural services to serve the garden Settlement will be provided through s106.

Leisure and Recreation

14.15 Land proposed to be allocated to bring forward a garden settlement does not currently provide for any formal or informal play space, as the land principally comprises tenanted farmland. However, in building on the commitments cited within the Council's document '*A Charter for Otterpool Park*', the garden settlement presents a significant and tangible opportunity for the resident population and more widely residents of the District and visitors alike to take advantage of extensive areas of open space, which shall comprise a variety of different space typologies, ranging from informal/nature play opportunities, to Local Equipped Areas for Play (LEAPs) and Neighbourhood Areas for Play (NEAPs) alongside Multi-Use Games Areas.

14.16 The District Council commissioned consultants Ploszajski Lynch Consulting Ltd. (PLC) in autumn 2016 to produce a Playing Pitch Strategy (PPS) for the district. This is part of a wider assessment of sport and leisure provision in the district which also includes a Sports Facilities Strategy. Both documents form part of the evidence base to the Core Strategy Review. The playing pitch strategy focusses on the quality and quantity of pitch provision across 4 sports, namely football, cricket, rugby union and hockey. The evidence collected and collated as part of the strategy confirms there is only a need for additional pitch provision in respect of football, for which there is a current shortfall of two full-sized '3G' pitches in the District, with demand equivalent to a further full-sized pitch being generated by population growth by 2037. '3G' pitches are an important component of football provision, because their all-weather nature and floodlights enable a high volume of play to be accommodated on good quality playing surfaces. The provision of additional '3G' pitches to meet needs identified in the Folkestone and Hythe PPS should be supported as a priority in appropriate locations. The Garden Settlement is an appropriate location to site at least one '3G' pitch.

Open Space and Green Infrastructure

14.17 As drawn from the Folkestone & Hythe Open Space Strategy (2017), the North Downs analysis area and Romney Marsh analysis area are currently below the quantity standard in 2015 and this is likely to be exacerbated to a small extent by 2031. This is not in itself a reason to preclude development in this area though. Instead, it will be particularly important to secure new open spaces within these areas. There is access to larger spaces away from the urban and residential context including West Wood and Park Wood and Dungeness respectively. Many of the area's residents are not within easy walking distance of a publicly accessible open space due to the lack of local scale provision, and the amount of open space that is in agricultural use.

- 14.18 The Folkestone & Hythe Open Space Strategy (2017) advises that 108 hectares of green space is required to address the needs arising from growth across the District. The Garden Settlement will deliver an excess of open space of 230 hectares against the required standard for the resident population, thereby resulting in the District deficit of open space of 108 hectares being overturned into an excess of circa 120 hectares. Moreover, the garden settlement, being located within the North Downs character area, is appropriately located to be easily accessible to residents of the North Downs and Romney Marsh areas that are currently deficient in open space provision when compared to the standard.
- 14.19 The emerging planning application for the garden settlement proposes a scheme comprising 8,500 dwellings, with an assumed population of 21,250 persons, which generates a need of 61.5 hectares of open space. The masterplan layout for the 8,500 dwelling planning application includes provision of circa 290 hectares of open space within the redline boundary, which means the garden settlement will over-provide on open space by a factor of 4.7 times. Of course, the final provision of open space that could be achieved through the delivery of a 10,000 dwelling masterplan scheme shall improve upon the overall quanta of open space provision.
- 14.20 The above information serves to highlight the significance of a landscape-led masterplan that will provide the resident population, neighbouring communities, the wider District population and visitors with extensive areas of open space, and the garden settlement shall act as an exemplar to maximise access to quality outdoor space and contribute greatly to health and wellbeing of residents providing valuable opportunities for formal and informal recreation.